

Commonwealth of Massachusetts Highway Safety Performance Plan

Federal Fiscal Year 2010



prepared for:

U.S. Department of Transportation
National Highway Traffic Safety Administration

developed and presented by:

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Acknowledgments

The Federal Fiscal Year (FFY) 2010 Massachusetts Highway Safety Performance Plan (HSPP) recognizes that traffic crashes are preventable and that Massachusetts is committed to continuously reducing the number of fatalities, injuries, and economic loss resulting from these crashes.

I acknowledge the contributions and thank the staff of the Executive Office of Public Safety and Security, Office of Grants and Research, Highway Safety Division (HSD) for their efforts in the development and implementation of this HSPP:

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The hard work by and dedication of the HSD staff to the issues of highway safety have resulted in safer roadways in Massachusetts, including a 23 percent increase in the safety belt use rate between 2002 and 2009 and a 21 percent decrease in alcohol-impaired driving fatalities between 2003 and 2008. I look forward to working with them and the many others involved in highway safety to improve upon these accomplishments.

Kevin M. Burke

Secretary and Governor's Representative for Highway Safety
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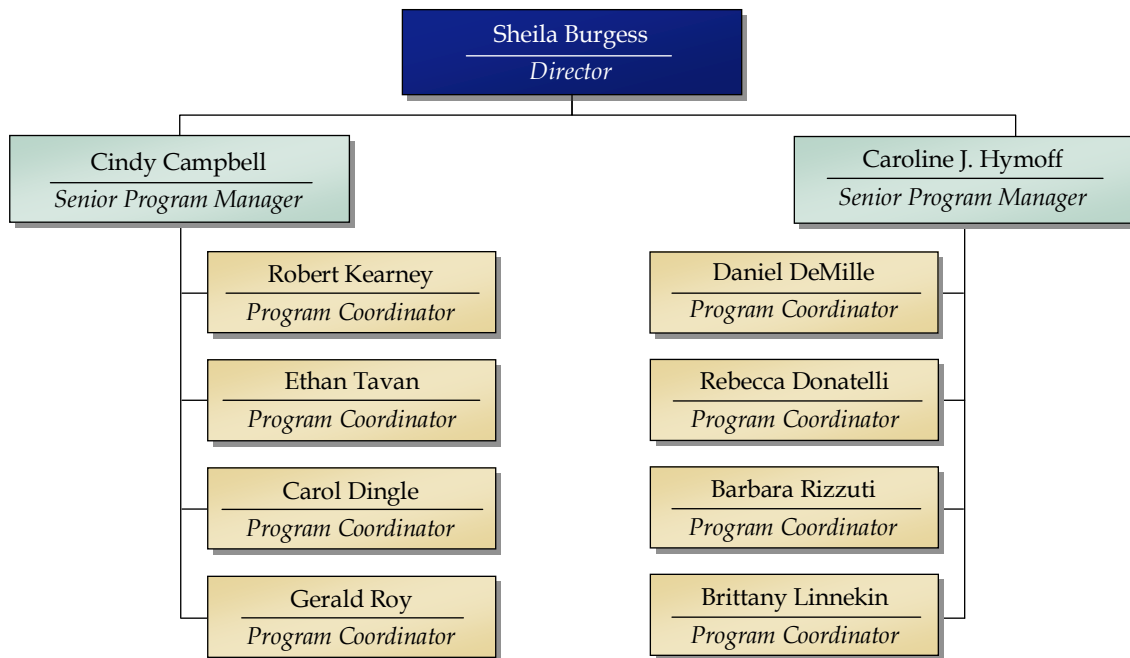
1.0 Introduction

■ 1.1 Highway Safety Performance Plan (HSPP) Calendar

January to March	Highway Safety Division reviews progress of Federal Fiscal Year (FFY) 2009 programs with senior staff at Executive Office of Public Safety and Security (EOPSS) as well as Federal, state, and local data and analyses to identify FFY 2010 key program areas; reviews National Highway Traffic Safety Administration (NHTSA) Region I response to the FFY 2009 HSPP and FFY 2008 Annual Report and recent NHTSA Assessments; reviews spending patterns and revenue estimates.
April to May	With senior staff at EOPSS, Highway Safety Division staff conducts strategic planning/listening sessions with key stakeholders to present recent data analysis and discuss the issues facing their communities. The Division reviews proposals for funding consideration resulting from the Highway Safety Division web site posting at www.mass.gov/highway-safety . The Division also generates its own project proposals for senior staff review and acceptance.
June to July	Highway Safety Division drafts the FFY 2010 HSPP for review and approval by senior staff at EOPSS; and Highway Safety Division conducts pre-submission meeting with NHTSA Region I. Obtain any updates to previously reviewed Federal, state, and local data and analyses.
August	With approval of senior staff at EOPSS, the Highway Safety Division submits the final plan to NHTSA and Federal Highway Administration.
September	Highway Safety Division conducts bidders' conferences and begins to issue Requests for Responses/Quotes (RFR/RFQ) and Applications for Grant Funding (AGF) in anticipation of NHTSA's approval of plan.
October	Highway Safety Division begins to implement and award grants and contracts; and begins work on the FFY 2009 Annual Report.
November to December	Highway Safety Division oversees grants and projects in the Highway Safety Plan; and Finalizes the FFY 2009 Annual Report and submits it to NHTSA.

■ 1.2 Executive Office of Public Safety and Security, Office of Grants and Research, Highway Safety Division Organization

Figure 1.1 Highway Safety Division Organizational Chart



■ 1.3 Mission Statement

The mission of the Executive Office of Public Safety and Security (EOPSS), Office of Grants and Research (OGR), Highway Safety Division is to reduce fatalities, injuries, and economic losses resulting from motor vehicle crashes on the roadways of the Commonwealth of Massachusetts. The Highway Safety Division administers the Federally funded highway grant programs of EOPSS.

■ 1.4 Highway Safety Program Overview

Within the Commonwealth of Massachusetts, the Highway Safety Division is responsible for planning, implementing, and evaluating highway safety projects with Federal funds. The Division also works to coordinate the efforts of Federal, state, and local organizations involved in highway safety in Massachusetts.

This Highway Safety Performance Plan (HSPP) for Federal Fiscal Year (FFY) 2010 serves as the Commonwealth of Massachusetts' application to the National Highway Traffic Safety Administration (NHTSA) for Federal funds available under Section 402 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This HSPP also reflects programs that will be conducted with grant funds previously received but unspent under SAFETEA-LU or from the proceeding Federal funding legislation. Other funding sources include a Highway Safety Division/EOPSS cooperative agreement with NHTSA for the Fatality Analysis Reporting System (FARS) project and Office of Juvenile Justice Delinquency Prevention (OJJDP) grants to enforce underage drinking laws and to conduct related educational and training programs.

To identify the issues to be addressed in the FFY 2010 highway safety program, the Highway Safety Division relied primarily on 2003 to 2007 trend data, and, whenever possible, also provided 2008 data points. Note that all 2008 data provided in this report is preliminary FARS data and subject to change.

The Highway Safety Division uses a data-driven strategic planning approach to accomplish its mission. The HSPP first outlines the problem identification process and data sources used to identify as well as prioritize the highway safety program areas to be addressed by the Highway Safety Division in FFY 2010. The HSPP presents in detail the data and analyses that support the selection of the key program areas. For each key program area, there follows specific problem identification information that is used to support appropriate goals and performance measures. The next section of the HSPP has related project tasks for all program areas as well as the Highway Safety Division's program management functions. The specific dollar amounts for each task provided in this section are for planning purposes only, subject to change, and based on the availability of the applicable Federal funds. Overall budget information as well as state certifications and assurances are provided at the end of the HSPP.

Although Massachusetts had the nation's lowest fatality rate per 100 VMT at 0.79 in 2007, there were 434 motor vehicle-related fatalities and 4,182 incapacitating injuries on our roadways as shown in Table 1.1. Preliminary 2008 data, however, show a significant improvement in total fatalities, with a 16 percent decrease from 2007.

The difference between a fatality and serious injury is often the time required to receive medical attention. In Massachusetts, this time tends to be short because of its small size and the high number of hospital and care facilities spread throughout the Commonwealth.

This environment may be one of the primary reasons Massachusetts has such a low motor vehicle-related fatality rate.

Table 1.1 Massachusetts Fatalities and Incapacitating Injuries

Year	2003	2004	2005	2006	2007	2008
Fatalities (Actual)	462	476	441	429	434	363
Fatality Rate/ (100 Million VMT)	0.86	0.87	0.80	0.78	0.79	N/A
Serious/Incapacitating Injuries (Actual)	5,370	5,033	5,052	4,579	4,182	3,747

Note: 2008 data is preliminary.

FFY 2009 Highlights

- According to preliminary statistics from the NHTSA, Massachusetts fatalities dropped 16 percent from 434 in 2007 to 363 in 2008 and alcohol-impaired fatalities dropped 20 percent from 155 in 2007 to 124 in 2008.¹
- The Highway Safety Division's June 2009 statewide safety belt observation survey showed there had been a seven percentage point increase in safety belt use in Massachusetts from 67 percent in 2008 to 74 percent. This is the highest seat belt use rate ever reported for the Commonwealth.
- The Highway Safety Division, in partnership with state and local law enforcement and a media contractor, increased its public outreach and enforcement of Click It Or Ticket and increased participation by local and campus police departments from 246 in 2008 to 249 in 2009.
- In 2008 and 2009, several safety advocates made a concerted effort to encourage the legislature to enact a primary safety belt bill. Legislation was introduced by Senator Jehlen. The Highway Safety Division and Massachusetts Highway Department (MassHighway) developed a detailed report summarizing the literature on the benefits of primary enforcement and highlighting the Commonwealth's opportunity to receive \$13.6 million in grant funding from the FHWA. The NHTSA Regional Office also

¹ NHTSA, Traffic Safety Facts, Crash Stats, DOT HS 811 172, 2008 Traffic Safety Annual Assessment – Highlights, June 2009.

participated by briefing the legislature on the issue and providing detailed statistics on the number of lives that could be saved and injuries prevented and overall cost savings to the Commonwealth. Unfortunately, the legislation was dropped from the budget and stalled in a legislative committee.

- In FFY 2009, the Highway Safety Division prepared for and hosted a NHTSA sponsored Traffic Records Assessment. The Assessment was conducted in March 2009. A number of members of the traffic safety community contributed to the Assessment through their response to surveys and participation in interviews with the expert traffic records panel. The Draft Traffic Records Assessment Report documented many of the challenges facing the Traffic Records Coordinating Committee (TRCC) and provided guidance on how to move forward. The Highway Safety Division along with the Criminal History Systems Board (CHSB) began a project to develop a Statewide E-Citation and Traffic Records Business Plan to lay the framework for advancing toward an integrated statewide system.
- During spring 2009 the Highway Safety Division along with government and corporate partners conducted a Safe Prom and Graduation Campaign. The centerpiece of the initiative was a contest for high school students to submit 60-second videos with messages of safe driving, seat belt use, and avoidance of alcohol and other drugs. Video submissions were available for viewing on-line and the winning video from Burncoat High School in Worcester was highlighted at two public events.
- The Division continued its service on the Executive Leadership Committee of the MassHighway-Led Massachusetts Strategic Highway Safety Plan (SHSP) effort.
- The Division worked with a growing number of Federal, state, and local partners to continue its successful statewide series of “Click It or Ticket” (CIOT), “Drunk Driving. Over the Limit. Under Arrest” (DDOLUA) and “Road Respect” (RR) Mobilizations. The Highway Safety Division awarded traffic enforcement grants to 249, or 67 percent of 371 municipal and campus police departments to support their participation in these mobilizations.
- In March 2009, the Highway Safety Division conducted numerous stakeholder outreach and listening sessions around the Commonwealth. More than 155 attended these sessions, including representatives from 123 law enforcement agencies. The purpose of these sessions was to present the most recent crash and mobilization result data, discuss current issues, and obtain feedback from stakeholders on their communities’ greatest needs and challenges. The sessions also focused on addressing grant reporting issues and encouraging increased enforcement of the Commonwealth’s safety belt law.
- The Division and its partners continued to implement key recommendations from the 2005 NHTSA Impaired Driving Assessment and the 2007 NHTSA Occupant Protection Assessment.

- The Division participated in a NHTSA Occupant Protection Special Management Review spanning 2007 through 2009. This review included a status report on the 2007 NHTSA Occupant Protection Assessment. NHTSA's initial comments indicated "no findings." The Division awaits NHTSA recommendations.
- With assistance from its traffic records contractor, the Massachusetts Traffic Records Coordinating Committee (TRCC), and NHTSA Region I, the Highway Safety Division submitted an application for FFY 2009 Section 408 funding. Applications also were submitted for FFY 2009 Sections 403, 2010, 2011 (\$370,634 awarded), 405 (\$583,505 awarded), 410 funding, three NHTSA cooperative agreements to increase safety belt use, an application to the U.S. Department of Education on alcohol, and an application to the U.S. Office of Juvenile Justice for \$360,000 for enforcing underage drinking laws.
- To recognize traffic safety accomplishments of state and local police, the Highway Safety Division conducted its annual Massachusetts Law Enforcement Challenge in cooperation with the Massachusetts Chiefs of Police Association (MCOPA). Sixteen communities and the Massachusetts State Police (MSP) were recognized at a ceremony in June 2009, along with the winners of the EOPSS Prom Shorts Video Contest. HSD secured prizes valued at over \$24,000 from vendors.
- The Division awarded Section 1906 (Racial Profiling) funds to conduct two statewide benchmark studies of traffic stops for evidence of disparate treatment based on race and gender and a series of chief and supervisor trainings on traffic stop data collection practices.

FFY 2010 Goals

The overall goal of the Division's FFY 2010 work is to reduce the Massachusetts motor vehicle-related fatalities by 10 percent from a five-year average (2004 to 2008) of 428 to 385 by December 31, 2010. NOTE: Goals provided in Table 1.2 are based on FARS data at the request of NHTSA,² but the Commonwealth's Crash Data System (CDS) and the FARS data do not match at the time of reporting. All 2008 data reported is preliminary. Where 2008 data indicate a significant change from previous years, an average using five years of data (2004 to 2008 where available) is used to establish the baseline.

Additional goals with associated performance measures are described in Table 1.2.

² National Highway Traffic Safety Administration, Traffic Safety Facts Massachusetts 2004-2008, http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/25_MA/2008/25_MA_2008.PDF, accessed July 20, 2009.

Table 1.2 FFY 2010 Highway Safety Goals

Program Area	Goal	Performance Measure
Overall	<ul style="list-style-type: none"> To reduce Massachusetts motor vehicle-related fatalities by 10 percent from a five-year average (2004 to 2008) of 428 to 385 by December 31, 2010. To reduce serious traffic injuries by 10 percent from a five-year average (2003 to 2007) of 4,843 to 4,359 by December 31, 2010. To decrease fatalities per 100 M VMT by 1.5 percent from 0.79 in 2007 to 0.78 in 2010. 	<ul style="list-style-type: none"> Number of motor vehicle related crash fatalities. Number of serious traffic injuries. Fatality rate per 100 M VMT.
Impaired Driving	<ul style="list-style-type: none"> To reduce by 3.6 percent the number of alcohol-related fatalities with BAC of 0.01 or greater, from 177 in 2007 to 171 in 2010. To reduce by 5.4 percent the number of alcohol-impaired fatalities (with BAC of 0.08 or greater) from a five-year average (2004 to 2008) of 148 to 140 in 2010. 	<ul style="list-style-type: none"> Number of alcohol-related fatalities with BAC of 0.01 or greater Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater
Occupant Protection	<ul style="list-style-type: none"> To increase by three percentage points the statewide observed safety belt use of front seat outboard occupants in passenger vehicles, from 74 percent in 2009 to 77 percent in 2010. To decrease the number of unrestrained passenger vehicle occupant fatalities, in all seat positions, from a five-year average of 152 (2004 to 2008) by 6.5 percent to 142 in 2010. 	<ul style="list-style-type: none"> Percent of front seat outboard vehicle occupants who are observed to be using seat belts. Number of unrestrained passenger vehicle occupant fatalities (all seat positions).
Speed and Distracted Driving	<ul style="list-style-type: none"> To reduce by 10 percent the number of speed-related fatalities, from a five-year average (2004 to 2008) of 138 to 124 in 2010. 	<ul style="list-style-type: none"> Number of speed-related fatalities.
Young and Older Drivers	<ul style="list-style-type: none"> To maintain the number of young drivers (age 20 or younger) involved in fatal crashes at no more than 61 (2008) in 2010. To reduce by 10 percent the number of older drivers (age 65 or older) involved in fatal crashes, from a five year average (2004-2008) of 63 to 57 in 2010. 	<ul style="list-style-type: none"> Number of young drivers (age 20 or younger) involved in fatal crashes. Number of older drivers (age 65 or older) involved in fatal crashes.
Pedestrians	<ul style="list-style-type: none"> To reduce by 12 percent the number of pedestrian fatalities, from 75 in 2008 to 66 in 2010. 	<ul style="list-style-type: none"> Number of pedestrian fatalities.
Bicyclists	<ul style="list-style-type: none"> To reduce by 20 percent the number of bicyclist fatalities, from 10 in 2008 to 8 in 2010. To increase number of community bicycle helmet grants awarded, from 86 in FFY 2009 to 250 in FFY 2010. 	<ul style="list-style-type: none"> Number of bicyclist fatalities. Number of community bicycle helmet grants awarded.

Table 1.2 FFY 2010 Highway Safety Goals (continued)

Program Area	Goal	Performance Measure
Motorcyclists	<ul style="list-style-type: none"> To reduce by 10 percent the number of motorcycle fatalities, from a five-year average of 54 (2004 to 2008) to 49 in 2010. To decrease unhelmeted motorcyclist fatalities by 50 percent from a five-year average of four (2004 to 2008) to no greater than two in 2010. To maintain the number of motorcycle riders trained at 8,587 (2008) in 2010. 	<ul style="list-style-type: none"> Number of motorcycle fatalities. Number of unhelmeted motorcyclist fatalities. Number of motorcycle riders trained.
Traffic Records	<ul style="list-style-type: none"> Ensure key highway safety stakeholders have accessible, accurate, complete, consistent, integrated, and timely data and analyses from the local, state, and Federal systems involving citation/adjudication, crash, driver, injury surveillance, roadway, and vehicle data to conduct cost-effective and successful highway safety planning, programs, and evaluations. 	

Highway Safety Division Partnerships

The Division is involved in many partnerships to enhance highway safety in Massachusetts. Examples of these types of partnerships include:

- Executive Office of Transportation-Led (EOT) Safe Routes to School Advisory Committee;
- EOT-Led Massachusetts Bicycle and Pedestrian Advisory Board;
- MassHighway-Led SHSP's Executive Leadership Committee;
- MassHighway-Led Safety Tips Committee;
- University of Massachusetts-Led (UMASS) CODES Advisory Board;
- UMASS-Led Commercial Motor Vehicle Data Quality Committee;
- Massachusetts Department of Public Health-Led (MDPH) Emergency Medical Care Advisory Board;
- MDPH-Led Massachusetts Prevent Injury Now Network Committee;
- MDPH-Led Partnership for Passenger Safety Committee;
- Registry of Motor Vehicles-Led (RMV) Impaired Driving Advisory Board;

- RMV-led Junior Operator License Advisory Committee;
- Massachusetts Coalition for Adolescent Road Safety (MassCARS);
- Belts Ensure a Safer Tomorrow (BEST); and
- Not-for-profit and for-profit advocacy groups addressing bicycle and pedestrian safety, in addition to motor vehicle-related risk-taking behaviors and issues.

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2.0 Highway Safety Problem Identification

This HSPP for FFY 2010 has been developed in coordination with the following plans:

- Massachusetts' Strategic Highway Safety Plan (2006);
- NHTSA Region I Action Plan (FFY 2009 and draft FFY 2010);
- NHTSA's Impaired Driving Assessment for Massachusetts (FFY 2005);
- NHTSA's Occupant Protection Assessment for Massachusetts (FFY 2007);
- Massachusetts' Section 408 Application/Strategic Traffic Records Plan Update (2009);
- Commonwealth of Massachusetts Traffic Records Assessment Report (2009);
- NHTSA's Countermeasures That Work Volume Four;
- Centers for Disease Control's Community Guide; and
- Pacific Institute for Research and Evaluation's Best Practice Guide.

■ 2.1 Problem Identification Process

The Highway Safety Division used a variety of data sources presented in Table 2.1 to pinpoint areas of concern warranting attention from Massachusetts' highway safety professionals in FFY 2010. This process is outlined below.

- **General Problem Identification.** This step uses ongoing exchanges or special "listening sessions" with key Federal, state, and local partners to identify major highway safety areas of concern. These areas are then used to guide the subsequent analyses.
- **Selection of Program Areas.** This step uses analyses of major available data sources to confirm the general decisions regarding major areas of concern made in the first step. These data sources are described in Table 2.1.
- **Program Area Analyses.** During this step, more detailed analyses of the above-mentioned data sources as well as other sources (for instance, telephone surveys) are done to develop a deeper understanding of program areas.

- **Determination of Goals, Performance Measures, and Tasks.** During this step, all of the above work is used to set reasonable goals, objectives, plus performance measures, and also to develop tasks for the program areas in order to allocate the Highway Safety Division's limited resources where they can be most effective. This step requires a deep knowledge of the demographics, laws, policies, and partnering opportunities and limitations that exist in the Commonwealth.

Table 2.1 Data Used for FFY 2010 HSPP Problem Identification

Data Type	Data Set	Source/Owner	Year(s) Examined
Fatality	Fatality Analysis Reporting System	National Highway Traffic Safety Administration	2003 to 2008
Crash Fatality and Injury	Massachusetts Crash Data System	Massachusetts Registry of Motor Vehicles	2002 to 2008
Hospital Discharge	Inpatient Discharge Data	Massachusetts Department of Public Health	2007
Violation	Massachusetts Citation Data	Massachusetts RMV/Merit Rating Board	2003 to 2008
Safety Belt Use	Massachusetts Safety Belt Use Observation Data	Highway Safety Division	2006 to 2009
Safety Belt and Impaired Driving	State Telephone Survey Data	Highway Safety Division	2004 to 2007
Licensed Drivers, Registrations and VMT	Highway Statistics	Federal Highway Administration (FHWA)	2007
Driving Under the Influence	Crime Statistics	Federal Bureau of Investigation	2004 to 2007

The crash data used in this HSPP may not be consistent with the data reported by the NHTSA's FARS due to variations in data availability and to data quality improvements.

■ 2.2 Massachusetts Characteristics

Massachusetts is the 44th largest state with a land area of approximately 10,555 square miles and 351 cities and towns. Despite its small geographic size, Massachusetts is the 15th most populated state. In 2008, the Commonwealth's population was 6,497,967,³ resulting in a population density of approximately 809 persons per square mile of land. Massachusetts is the most populous of the six New England states. The highest population concentrations are in the eastern third of the State. In addition to the high concentration around the state capital and most populous city in the east, Boston, smaller pockets of population density also exist around the second and third largest cities, Worcester in central Massachusetts and Springfield in western Massachusetts.

Based on the most recently available information, approximately 72 percent of the Commonwealth's residents were licensed drivers in 2008, representing a total of 4,674,059⁴ licensed drivers. Other key demographic facts based on U.S. Census Bureau data include:⁵

- Age distribution: child (under 18 years old): 22.0 percent; adult (18 to 64 years old): 64.6 percent; older persons (65+): 13.4 percent;
- Non-Caucasians account for 13.8 percent of the population compared with 20.2 percent nationally; 20.2 percent of the population speak a foreign language other than English in the home;⁶ 14.2 percent of the total population is foreign born;⁷
- The four largest minority race populations in Massachusetts as of 2008 in rank order are African Americans, Asians, American Indian and Alaska Native, and Native Hawaiian and other Pacific Islander; and
- Estimated U.S. Census data reveals the number of foreign-born population living in Massachusetts households increased more than 18 percent between 2000 and 2007. This increase consisted mainly of Hispanics and other Latin Americans and was concentrated in urban areas.⁸

³ U.S. Census Bureau – Population Division, July 2008.

⁴ Massachusetts Registry of Motor Vehicles, July 2009.

⁵ U.S. Census Bureau, 2008 Population Estimates.

⁶ U.S. Census Bureau, 2007 American Community Survey.

⁷ Ibid.

⁸ Ibid.

The Massachusetts economy has become increasingly reliant on academic/research, tourism, high-tech, and financial services and less reliant on the manufacturing industry. Tourist destinations on Cape Cod and in the Berkshires as well as over 120 public and private colleges and universities create significant seasonal increases in the population both statewide and regionally. County government is virtually non-existent except as geographic definitions. In general, at the local level administrative and legislative powers rest with mayors and city councils, town managers, town administrators, and boards of selectmen. The counties detailed in Table 2.2 have been used in this HSPP for purposes of localizing the traffic safety statistics.

Table 2.2 Counties of Massachusetts

2008 County Population Estimates, per U.S. Census Bureau		2008 County Population Estimates, per U.S. Census Bureau	
County		County	
Barnstable	221,049	Hampshire	154,983
Berkshire	129,395	Middlesex	1,482,478
Bristol	545,823	Nantucket	11,215
Dukes	15,527	Norfolk	659,909
Essex	736,457	Plymouth	492,066
Franklin	71,735	Suffolk	732,684
Hampden	460,840	Worcester	783,806

To accommodate the travel demands of this population, Massachusetts has a roadway infrastructure consisting of over 36,000 miles of public roadway, including portions of 13 interstates with 573 miles. The major roadways consist of Interstates 90 (the Massachusetts Turnpike), 91, 93, 95, and 495. In 2007, motorists in Massachusetts traveled over 55 billion miles.

■ 2.3 Normalizing Data and Major Statistics

The values identified in Table 2.3 are used in the remainder of the report to normalize Massachusetts and national safety data.

Table 2.3 Base Data for Massachusetts and United States

	2003		2004		2005		2006		2007		2008	
	MA	U.S.	MA	U.S.	MA	U.S.	MA	U.S.	MA	U.S.	MA	U.S.
Population (100K) ^a	64.33	2,908	64.17	2,937	63.98	2,965	64.37	2,994	64.50	3,016	64.98	3,041
VTM (100M) ^a	537.10	28,900	547.70	29,650	554.60	29,890	551.36	30,140	550.71	30,298	N/A	N/A
Licensed Drivers (100K) ^a	46.46	1,962	46.46	1,989	46.12	2,006	47.11	2,028	46.99	2,057	46.74	N/A
Total Fatalities	462	42,884	476	42,836	441	43,510	429	42,642	434	41,259	363	37,261

^a MA and U.S. Population, VMT, and Licensed Drivers obtained from FHWA Highway Statistics 2003 to 2007, and FARS, May 2009. 2008 data is preliminary and was obtained through the Massachusetts RMV and FARS.

Key Massachusetts crash data and trends are provided in Table 2.4.

Table 2.4 Massachusetts Crash Data Trends
1999 to 2009

Crash Data/Trends	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008*	2009
Fatalities (Actual)	414	433	477	459	462	476	441	429	434	363	
Fatality Rate/ (100 Million VMT)	0.80	0.83	0.90	0.86	0.86	0.87	0.80	0.78	0.79	N/A	
Number of Serious Injuries	3,897	4,286	–	5,279	5,370	5,033	5,052	4,579	4,182	3,747	
Number of Fatalities Involving Driver or Motorcycle Operator w/ ≥ 0.08 BAC	143	152	181	178	156	169	148	144	155	124	
Number of Unrestrained Passenger Vehicle Occupant Fatalities	178	166	195	189	177	165	171	158	148	120	
Number of Speeding-Related Fatalities	127	151	144	176	156	158	145	148	143	97	

Table 2.4 Massachusetts Crash Data Trends (continued)
1999 to 2009

Crash Data/Trends	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008*	2009
Number of Motorcyclist Fatalities	35	33	53	58	35	60	56	50	62	42	
Number of Unhelmeted Motorcyclist Fatalities	3	1	3	5	4	9	4	5	3	1	
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	-	-	-	-	-	90	88	69	76	61	
Number of Pedestrian Fatalities	74	82	79	58	86	81	76	61	66	75	
Percent Observed Belt Use for Passenger Vehicles – Front Seat Outboard Occupants	52%	50%	56%	51%	62%	63%	65%	67%	69%	67%	74%
Number of Seat Belt Citations Issued During Grant-Funded Enforcement Activities	-	-	-	-	-	-	-	10,613	22,463	12,216	
Number of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	-	-	-	-	-	-	-	447	420	542	
Number of Speeding Citations Issued During Grant-Funded Enforcement Activities	-	-	-	-	-	-	-	11,859	37,251	24,939	

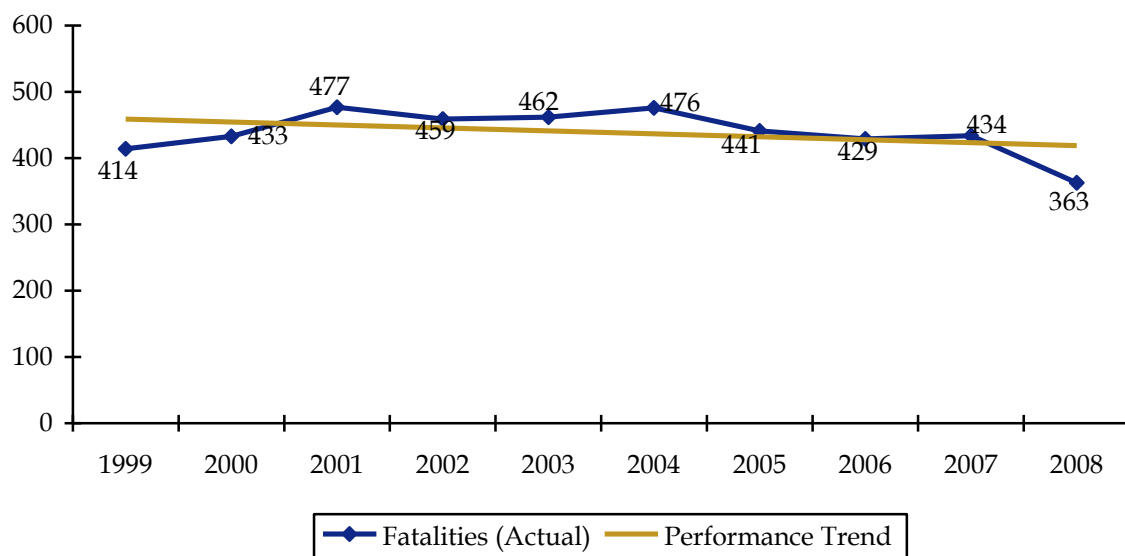
Source: 2007 Massachusetts Statewide Crash Data System (CDS), May 2009; Massachusetts Registry of Motor Vehicles, April 2009; FARS, July 2009; 2002 to 2009 Massachusetts Safety Belt Use Observation Surveys. *Reported 2008 data is preliminary from FARS, and currently does not match the Commonwealth's CDS.

Note: Some numbers reported in this FFY 2010 Highway Safety Performance Plan may differ slightly from the same numbers reported in previous reports due to changes in data availability and data quality improvements. Some crash data are new to this report and trend data may not be available with consistent reporting procedures/methodology.

Figures 2.1 through 2.11 illustrate select data shown in the table above in greater detail and include data points and an associated trend line.

Figure 2.1 presents the number of motor vehicle fatalities in Massachusetts from 1999 to 2008. The number of fatalities has fluctuated greatly during this time period, spiking in 2001 and 2004 and then declining in 2007 to nearly the same number of fatalities as in 2000. Preliminary 2008 data shows continued progress with a 16 percent decline in total fatalities from 2007. This decrease may be due in part to the development of more effective countermeasures related to motor vehicle safety, primarily focused on alcohol, speed, and safety belt program areas.

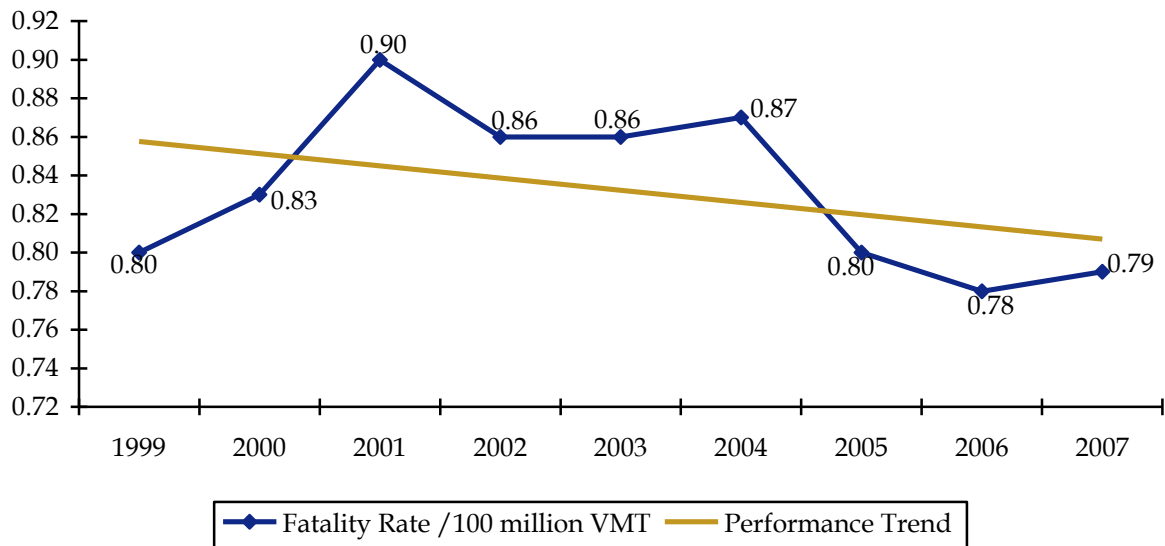
Figure 2.1 Fatalities



Note: 2008 data is preliminary.

Figure 2.2 presents the motor vehicle fatality rate in Massachusetts per 100 million VMT between 1999 and 2007. From 2004 to 2006, the fatality rate per 100 million VMT declined approximately 10 percent, from 0.87 to 0.78. The fatality rate increased slightly in 2007 to 0.79,⁹ but was still the lowest of any state in the nation.

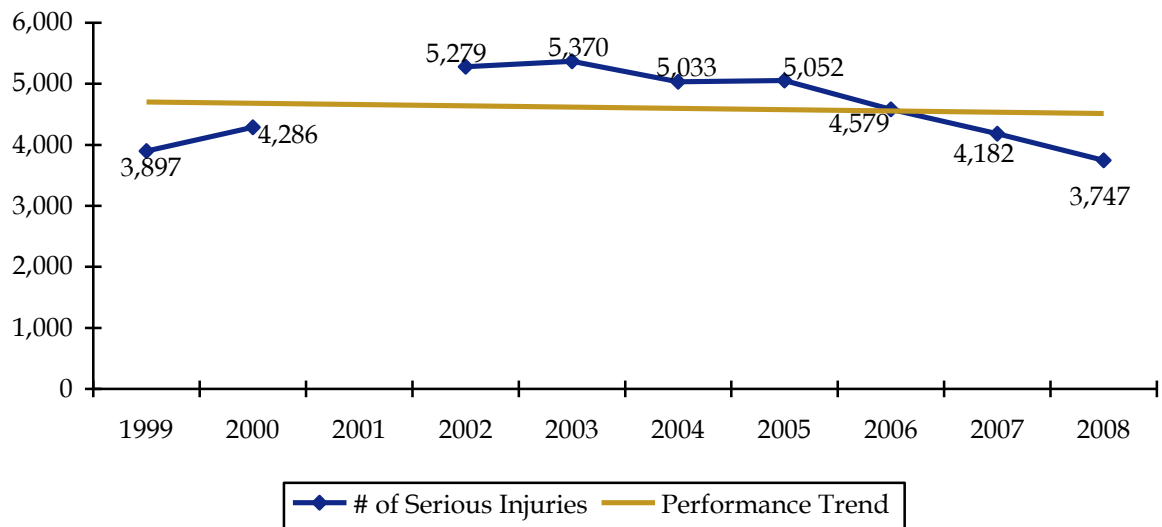
Figure 2.2 Fatality Rate



⁹ Based on State imputed fatalities (434), rather than NHTSA imputed fatalities (417).

Figure 2.3 presents the number of serious injuries in Massachusetts between 1999 and 2007. Since 2003, the number of serious injuries has been on a steady decline from 5,370 to 4,182, a 22 percent decrease.

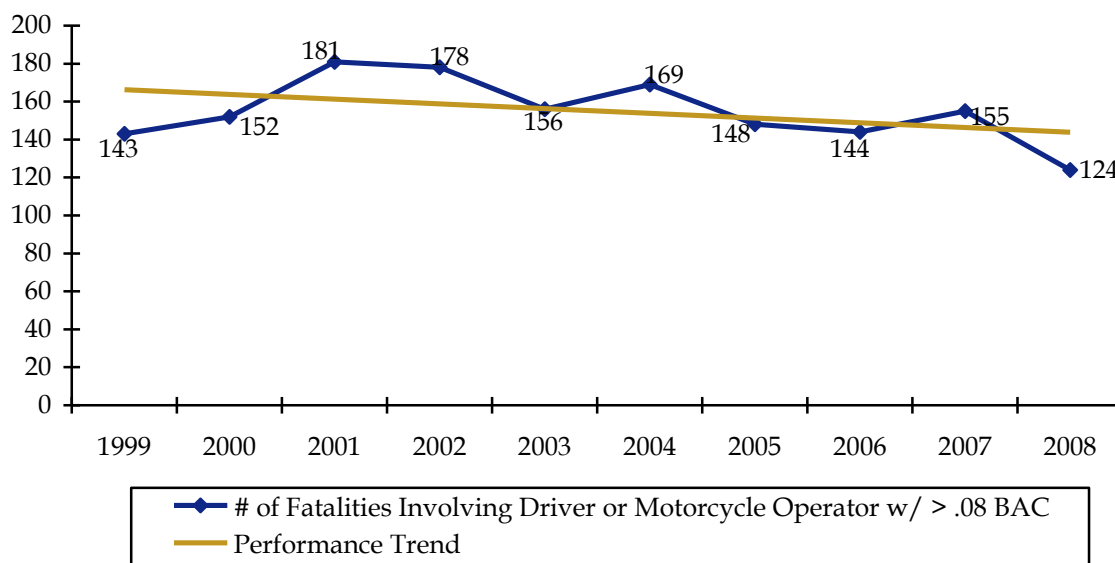
Figure 2.3 Serious Injuries



Note: 2001 data not available. 2008 data is preliminary.

Figure 2.4 presents the number of alcohol-impaired fatalities in Massachusetts involving a driver with a Blood Alcohol Concentration (BAC) of 0.08 or greater between 1999 and 2008. From 2001 to 2007, the number of alcohol-impaired driver fatalities declined from 181 to 155, a 14 percent decrease. Preliminary 2008 data shows a continued decline in alcohol-impaired driver fatalities, with a 20 percent decrease from 2007.

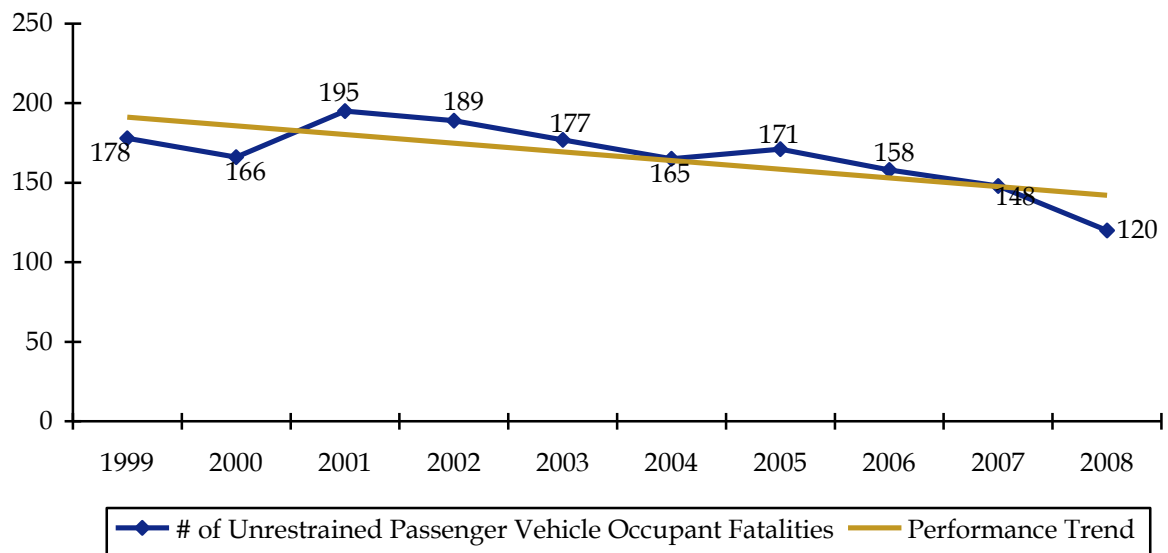
Figure 2.4 BAC 0.08+ Driver Fatalities



Note: 2008 data is preliminary.

Figure 2.5 presents the unrestrained passenger vehicle occupant fatalities in Massachusetts between 1999 and 2008. The number of fatalities has been gradually declining from 195 in 2001 to 120 in 2008, a 38 percent decrease. This dramatic decrease may be due in part to an increase in the safety belt use rate, which increased by 11 percentage points during the same time period, 2001 to 2008.

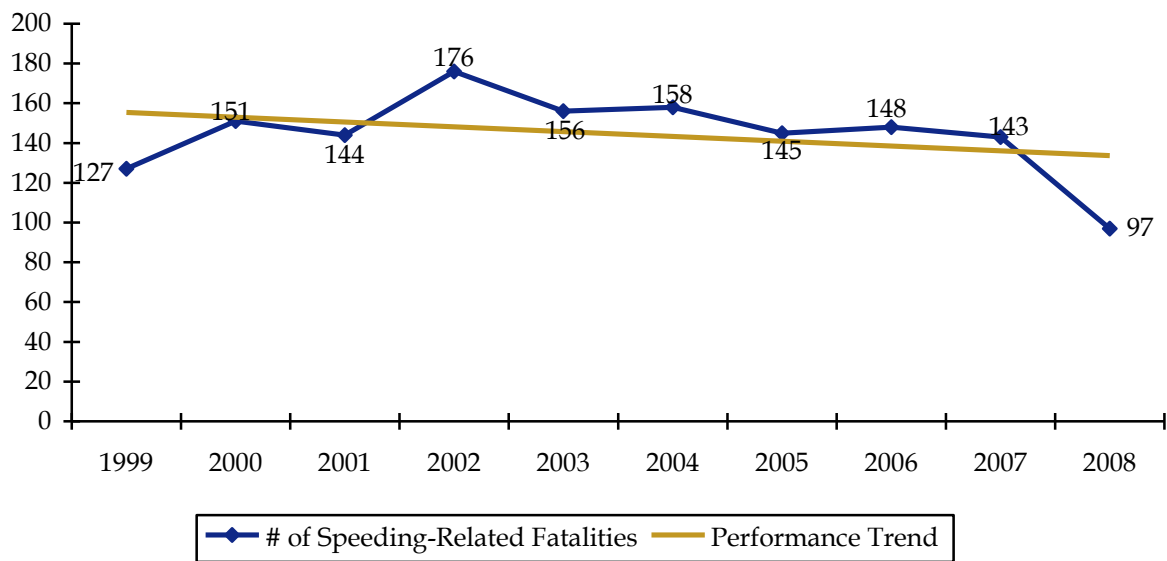
Figure 2.5 Unrestrained Passenger Vehicle Occupant Fatalities



Note: 2008 data is preliminary.

Figure 2.6 presents the number of speed-related fatalities in Massachusetts between 1999 and 2008. Since 2002, the number of speed-related fatalities has dropped steadily from 176 to 97, a 45 percent decrease. The decrease may be due in part to stricter enforcement of speeding laws done in coordination with extensive public information on the negative consequences of speeding and distracted driving. Preliminary 2008 data show a substantial decline from 2007, with 43 fewer speed-related fatalities.

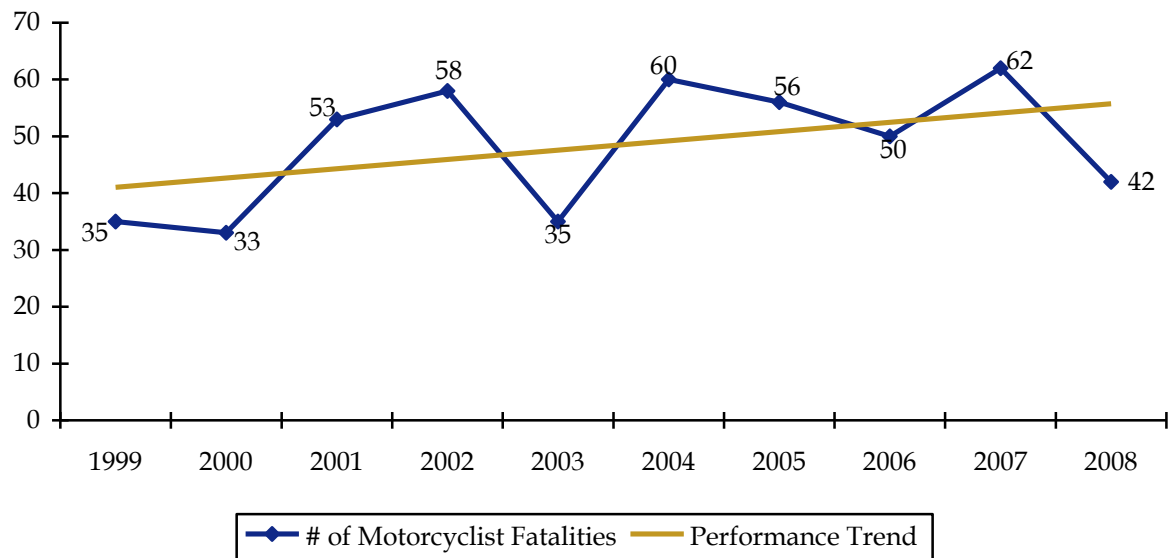
Figure 2.6 Speeding-Related Fatalities



Note: 2008 data is preliminary.

Figure 2.7 presents the number of motorcyclist fatalities in Massachusetts between 1999 and 2008. Although the number of motorcycle fatalities has fluctuated greatly during this time period, the number of motorcycle fatalities nearly doubled from 1999 to 2007, reflecting the national trend during the same period. This rise in fatalities may be due in part to the increasing number of motorcyclists on the roads. However, preliminary 2008 data show a substantial decline from 2007, with 32 percent fewer motorcycle fatalities.

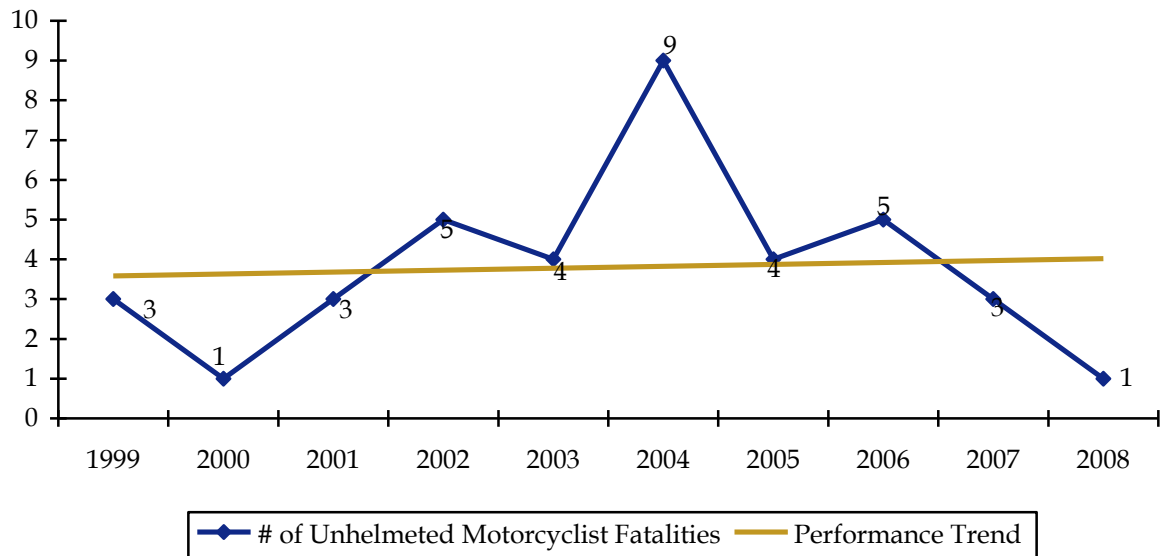
Figure 2.7 Motorcyclist Fatalities



Note: 2008 data is preliminary.

Figure 2.8 presents the number of unhelmeted motorcycle fatalities from 1999 to 2008. The number of fatalities has fluctuated greatly during this time period, from three in 1999 to nine in 2004, back down to three in 2007. Preliminary 2008 data show a continued decline from 2007, with one unhelmeted fatality.

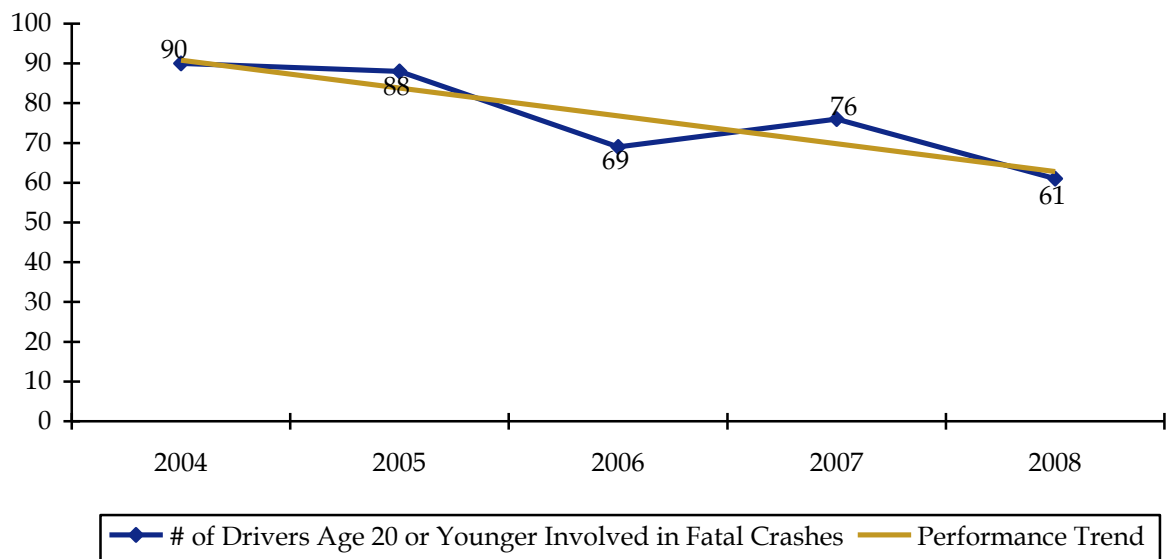
Figure 2.8 Unhelmeted Motorcyclist Fatalities



Note: 2008 data is preliminary.

Figure 2.9 presents the number of young drivers (ages 20 and younger) involved in fatal crashes in Massachusetts between 2004 and 2008. Since 2004, the number of young drivers involved in fatal crashes has decreased by 32 percent. This decline may be due in part to stricter enforcement of the Massachusetts JOL Law and more targeted public outreach efforts to young drivers and their parents to raise motor vehicle safety awareness.

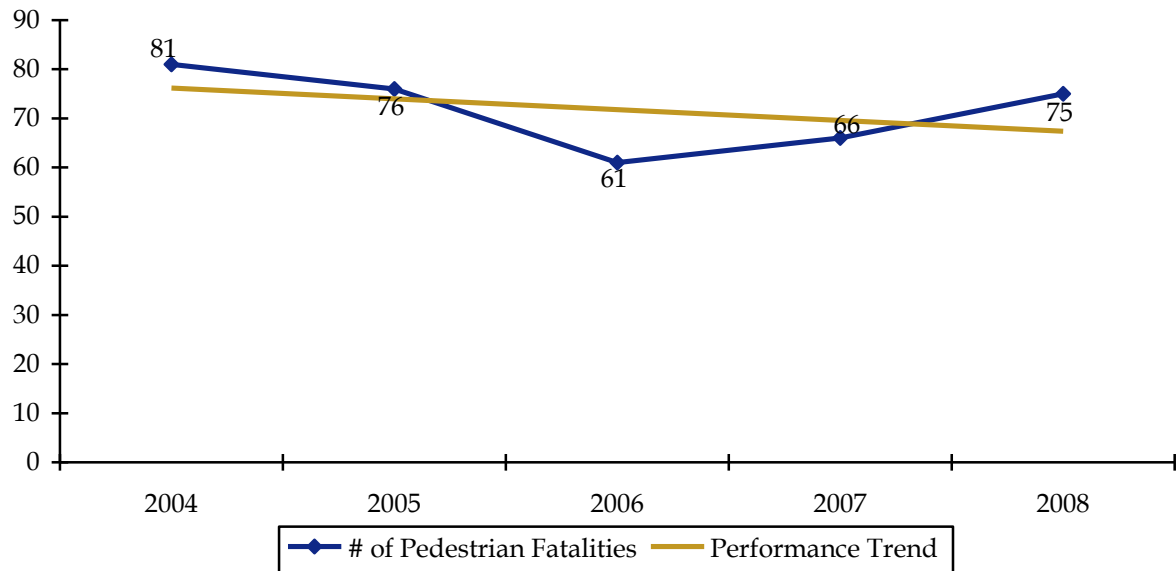
Figure 2.9 Young Drivers (Age 20 or Younger) Involved in Fatal Crashes



Note: 2008 data is preliminary.

Figure 2.10 presents the number of pedestrian fatalities in Massachusetts between 2004 and 2008. From 2004 to 2006, pedestrian fatalities declined 24 percent. However, there was an eight percent increase in fatalities from 2006 to 2007 and preliminary 2008 data show an additional increase of 14 percent.

Figure 2.10 Pedestrian Fatalities



Note: 2008 data is preliminary.

Figure 2.11 presents the observed safety belt use rate in Massachusetts between 1999 and 2009. The rate gradually increased each year from 2003 to 2007, reaching 69 percent, but declined to 67 percent in 2008. However, the rate increased seven percentage points in 2009 to 74 percent, the highest the Commonwealth has ever seen. Looking at safety belt use between 2002 and 2009, there has been an overall increase of 23 percentage points. The dramatic increase may be due in part to stricter enforcement of safety belt laws done in conjunction with more effective public outreach efforts to promote safety belt use in Massachusetts.

Figure 2.11 Observed Seatbelt Use

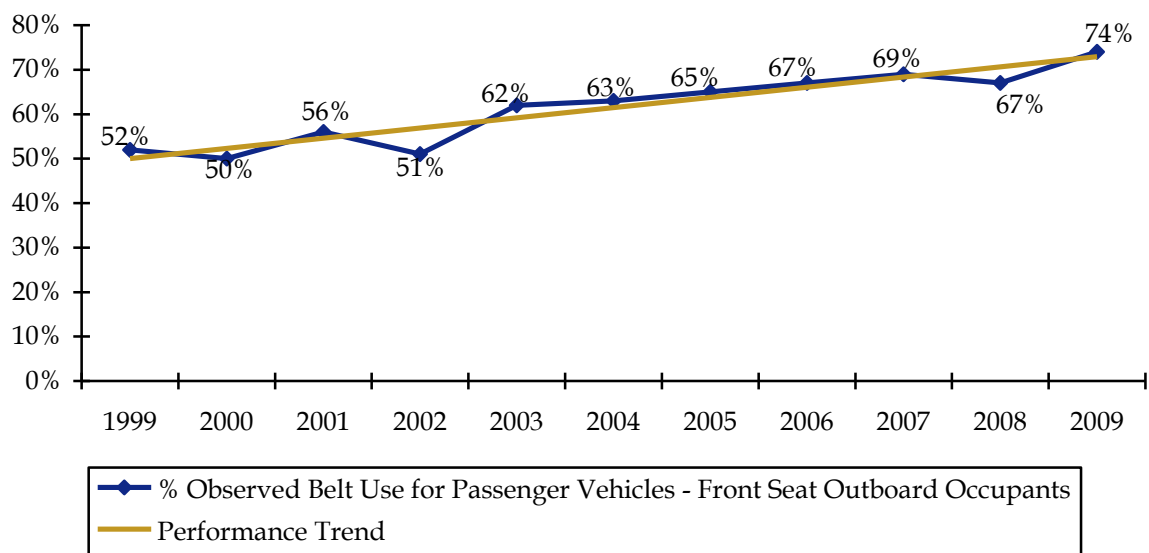


Table 2.5 provides additional detail on recent highway safety trends in Massachusetts.

Table 2.5 Additional Massachusetts Crash Data Trends
2002 to 2008

Crash Data/Trends	2002	2003	2004	2005	2006	2007	2008
Number of Motor Vehicle Crashes of All Types	139,038	141,681	138,632	154,084	149,860	144,510	126,364
Fatalities – Male (Actual)	318	311	324	301	293	288	264
Fatalities – Female (Actual)	141	149	152	140	136	129	99
Fatal Crashes (Actual)	433	434	447	417	403	408	337
Number of Crash Injuries	56,562	57,455	55,500	57,833	54,921	43,628	43,822
Fatality and Serious/Incapacitating Injury Rate/(100 Million VMT)	10.77	10.86	10.06	9.90	9.08	8.38	N/A
Alcohol-Related Fatalities (Actual) BAC = 0.01+	210	194	189	170	172	191	151
Percent of All Fatalities that are Alcohol-Related	46%	42%	40%	39%	40%	44%	42%
Alcohol-Related Fatality Rate/ (100 Million VMT)	0.39	0.36	0.35	0.31	0.31	0.31	N/A
Percent of Vehicle Occupant Fatalities Unrestrained	57%	55%	53%	57%	53%	51%	51%
Percent of All Fatalities that are Speed-Related	38%	34%	33%	33%	34%	33%	27%
Speed-Related Fatality Rate/ (100 Million VMT)	0.33	0.29	0.29	0.26	0.27	0.26	N/A
Pedestrian Serious/Incapacitating Injuries (Actual)	287	246	268	241	221	234	233
Bicyclist Fatalities (Actual)	6	11	11	5	6	11	10
Bicyclist Serious/Incapacitating Injuries (Actual)	84	70	94	74	103	97	81
Motorcyclist Serious/Incapacitating Injuries (Actual)	328	291	354	374	325	345	329
Young Driver Fatalities (Actual) ^a	75	65	81	78	76	80	55
Young Driver Serious/Incapacitating Injuries (Actual) ^a	884	874	889	815	752	622	586
Older Drivers Involved in Fatal Crashes (Actual) ^b	72	93	63	70	59	70	53
Older Driver Serious/Incapacitating Injuries (Actual) ^b	629	644	590	700	338	271	265

Source: 2007 Massachusetts Statewide Crash Data System (CDS), May 2009; Massachusetts Registry of Motor Vehicles, April 2009; FARS, July 2009; and the Mass. Data Portal. Reported 2008 fatality data is preliminary from FARS, and currently does not match the Commonwealth's CDS.

^a Young drivers are drivers age 16 to 24.

^b Older drivers are drivers age 65+.

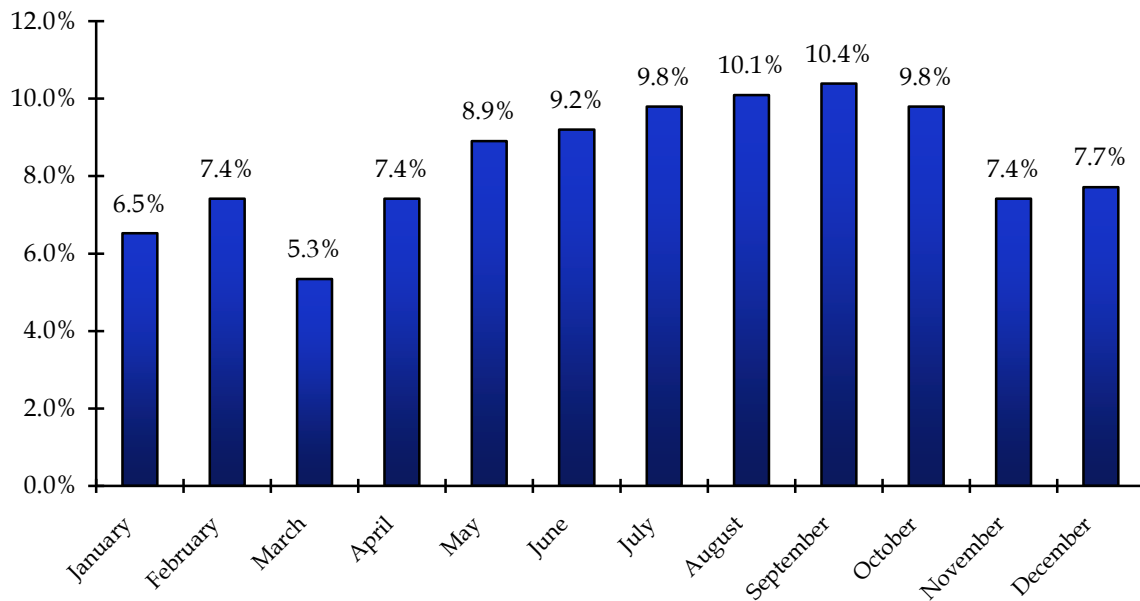
Note: 1) Some numbers reported in this FFY 2010 Highway Safety Performance Plan may differ slightly from the same numbers reported in previous reports due to changes in data availability and data

quality improvements. Some crash data are new to this report and trend data may not be available with consistent reporting procedures/methodology.

2) Any inconsistencies between total of male/female fatalities and overall reported fatalities for given year are due to gender that was either not being reported or was unknown on crash report.

As shown in Figures 2.12 and 2.13, the greatest percentage of fatal crashes occurred in the months of August and September and on Fridays and Saturdays. Fatal crashes occurred most frequently between the hours of 12:00 a.m. and 2:59 a.m., as shown in Figure 2.14.

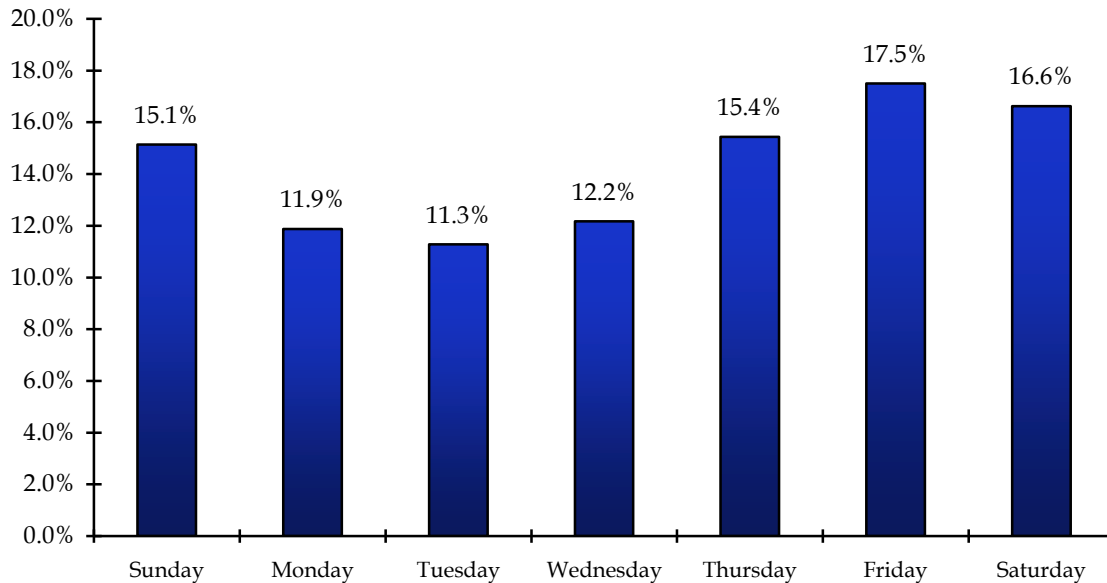
**Figure 2.12 Percent of Massachusetts Fatal Crashes by Month-of-Year
2008**



Note: 2008 data is preliminary.

Source: FARS.

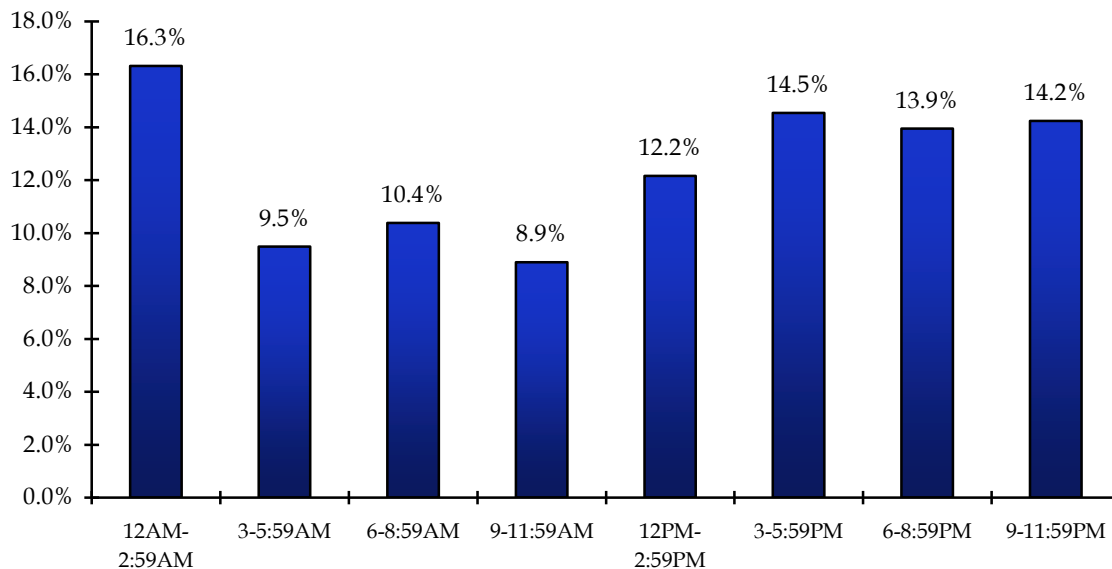
Figure 2.13 Percent of Massachusetts Fatal Crashes by Day-of-Week
2008



Note: 2008 data is preliminary.

Source: FARS.

Figure 2.14 Percent of Massachusetts Fatal Crashes by Time-of-Day
2008



Note: 2008 data is preliminary.

Source: FARS.

■ 2.4 Program Areas

The Highway Safety Division closely monitors national traffic safety trends to ensure its priorities are in line with NHTSA's, unless state or local data and analyses show the need for a different approach. Based on the problem identification information presented above, the Highway Safety Division has prioritized its FFY 2010 efforts based on the following program areas:

- Impaired Driving;
- Occupant Protection;
- Speed and Distracted Driving;
- Higher Risk Transportation System Users:
 - Young and Older Drivers;
 - Pedestrians;
 - Bicyclists; and
 - Motorcyclists.
- Traffic Records.

The reader will observe that there are other program areas in this document that are neither noted above nor reflected in the following problem identification sections; for instance, Police Traffic Services, Traffic Engineering Services, and Planning and Administration. These program areas do, however, have tasks associated with them in the Program Area Projects sections of this document.

The reader also will note that while there is young driver problem identification content in Section 6.1 there is no corresponding part in the Strategies or Programs and Projects sections. This is because specific young driver-focused tasks are spread throughout the major program areas such as in impaired driving, occupant protection, as well as speed and distracted driving.

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3.0 Impaired Driving Program Area

Problem Identification and Analysis

Massachusetts continues to make progress in its efforts to reduce impaired driving. In 2003, Massachusetts adopted a 0.08 BAC per se law. In 2005, Massachusetts further strengthened its drunk driving laws with the passage of “Melanie’s Law.” This legislation toughened our laws in particular against repeat offenders. Since December 2002, the Highway Safety Division has supported state and local police to conduct annually between two and three “Drunk Driving. Over the Limit. Under Arrest” (DDOLUA) Mobilizations following a NHTSA model.

These efforts are paying off. Alcohol-related fatalities in Massachusetts as a percentage of all motor vehicle-related fatalities dropped between 2002 and 2007, from 46 percent to 44 percent. The 2007 national rate was 37 percent. Alcohol-related fatalities in Massachusetts per 100 million VMT also declined between 2002 and 2007, from 0.39 to 0.35. The 2007 national rate was 0.51. These numbers for Massachusetts, while the same or lower than the national numbers, still warrant that the Highway Safety Division treat impaired driving as a major highway safety program area in FFY 2010. Efforts in this area also will address drowsy driving.

Alcohol-Related Driving Fatalities

Unfortunately, alcohol-related fatalities in Massachusetts steadily increased over the past three years. The alcohol-related fatality rate per 100 million VMT increased slightly between 2005 and 2007, and the percentage of all motor vehicle-related fatalities increased by six percent during that timeframe, as shown in Table 3.1.

Table 3.1 Massachusetts Persons Killed by Highest Driver BAC in Crash

	2005	2006	2007
Total Alcohol-Related Fatalities (Actual) ^a	170	172	191
Percent of all Motor Vehicle-Related Fatalities	38%	40%	44%
Alcohol-Related Fatality Rate per 100 million VMT	0.31	0.31	0.35

Source: FARS.

^a BAC = 0.01+

Table 3.2 presents persons killed, by highest driver BAC in the crash, in Massachusetts. A driver with a BAC of 0.08 or greater is considered alcohol-impaired in all states. The 0.00, 0.01 to 0.07, and 0.08+ BAC ranges in alcohol-related fatalities all remained relatively steady between 2005 and 2007.

Table 3.2 Massachusetts Persons Killed by Highest Driver BAC in Crash by Blood Alcohol Concentration

	2005		2006		2007	
	Number	Percent	Number	Percent	Number	Percent
BAC = 0.00	272	62%	252	59%	243	56%
BAC = 0.01-0.07	21	5%	28	7%	36	8%
BAC = 0.08+	148	34%	144	33%	155	36%

Source: FARS.

Alcohol-Related Violations

Table 3.3 presents alcohol-related violations in Massachusetts between 2006 and 2008. There was a decrease in both underage drinking violations and over 21 impaired driving violations between 2006 and 2007. There was a decrease in underage drinking violations but an increase in over 21 impaired driving violations and from 2007 to 2008.

Table 3.3 Massachusetts Alcohol-Related Violations

	2006	2007	2008
Impaired Driving Violations ^a	18,791	14,955	16,740
Underage Drinking Violations ^b	2,449	2,286	1,769
Total Violations	21,240	16,795	18,509

Source: Merit Rating Board, March 2009.

^a Comprised of Operating with a suspended License/OUI (90 23 J), DWI Liquor (90 24 DI), DWI Alcohol Program (90 24 D), Motor Vehicle Homicide/OUI Liquor (90 24 GF), Drink Open Container (90 24 I), DWI Serious Injury (90 24 L), Operating without an Ignition Lock (90 24 S), OUI with Child Endanger (90 24 VA).

^b Comprised of Minor Purchase/Attempt Liquor (138 34 A), Liquor Purchase ID Card (138 34 B), Liquor Transported by Minor (138 34 C and 138 C LQ), Liquor Possession by Minor (138 34 V NS).

Table 3.4 presents alcohol-related arrests in Massachusetts between 2005 and 2007. There was a significant increase in liquor law and drunkenness-related arrests for individuals under 18 years old between 2005 and 2007. For all other individuals, there was a steady increase in arrests related to liquor laws between 2005 and 2007, while the number of operating under the influence (OUI) arrests dropped significantly from 2005 to 2006, but then increased significantly from 2006 to 2007.

Table 3.4 Massachusetts Alcohol-Related Arrests

	2005		2006		2007	
	Under 18	All Others	Under 18	All Others	Under 18	All Others
Driving Under the Influence	140	11,195	143	8,359	141	11,746
Liquor Laws	757	3,557	1,049	4,575	1,000	5,209
Drunkenness	248	6,963	293	6,827	322	7,378

Source: Federal Bureau of Investigation, Table 69: Arrests by state, May 2009. Available on-line at: http://www.fbi.gov/ucr/cius2007/data/table_69.html

Massachusetts Drunk Driving Survey Results

Each year from 2004 through 2007, a statewide, 500-person telephone survey was conducted by the Highway Safety Division. The purpose was to determine reported behavior,

awareness of, and attitudes towards drunk driving and related laws among Massachusetts licensed drivers. Table 3.5 summarizes key survey findings from 2005 to 2007.

Table 3.5 Drunk Driving-Related Telephone Survey

	2005	2006	2007
Stricter Enforcement of Drunk Driving Law			
Strongly Favor/Favor	90%	90%	91%
Likelihood Drunk Drivers will be Stopped by Police			
Very Likely	25%	24%	34%
Somewhat Likely	46%	44%	46%
Police Increasing Enforcement Impact on Abstaining from Drinking and Driving			
Much More Likely	44%	43%	34%
Somewhat More Likely	15%	21%	36%

Note: No survey was conducted in 2008.

Source: Highway Safety Division, June 2008.

Goals

- Reduce by 3.6 percent the number of alcohol to related fatalities with BAC of 0.01 or greater, from 177 in 2007 to 171 in 2010.
- To reduce by 5.4 percent the number of alcohol-impaired fatalities (with BAC of 0.08 or greater) from a five-year average (2004 to 2008) of 148 to 140 in 2010.

Performance Measures

- Number of alcohol-related fatalities with BAC of 0.01 or greater.
- Number of alcohol-related fatalities with BAC of 0.08 or greater.
- Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater.

Strategies

1. Enhance and evaluate the impact of the DDOLUA Mobilizations.
2. Expand number of and evaluate impact of sobriety checkpoints.
3. Enlarge and evaluate the impact of efforts to reduce impaired driving by younger drivers and underage drinking.
4. Support law enforcement with training, equipment, and technical assistance aimed at increasing their effectiveness to combat impaired driving and underage drinking.

Program Area Projects

Project Number – AL-10-01

Project Title – Paid and Earned Media in Support of Impaired Driving Programs

Project Description – Develop and implement with a contractor statewide paid and earned media to support anti-impaired driving programs including, but not limited to the following (estimated cost in parentheses): Drunk Driving. Over the Limit. Under Arrest. (DDOLUA) Mobilizations: December 2009 to January 2010 and August to September 2010 (\$700,000), Safe Prom and Graduation Program (\$100,000), support to the State and Local Police Sobriety Checkpoint Partnership (\$100,000), and respond to new laws or events that affect this program area (\$100,000). All these efforts will educate the public about the dangers and costs of impaired driving as well as heightened enforcement by state and local police of the Commonwealth's impaired driving laws. Primary audience will be males ages 16 to 44. Produce and distribute materials in English, Spanish, Portuguese, Mandarin and other languages as need is identified.

Project Staff – Cindy Campbell, Ethan Tavan, and Carol Dingle

Project Budget/Source – \$1,000,000 of Sections 410, 164, 154, and OJJDP

Project Number – AL-10-02

Project Title – DDOLUA State Police Enforcement Campaign

Project Description – Provide funds for overtime enforcement by the Massachusetts State Police (MSP) for participation in the December 2009 to January 2010 and August to September 2010 DDOLUA Mobilizations. Enforcement efforts will focus on apprehending impaired drivers and be done during high-risk times and locations based on the latest available state and local crash and citation data. Total in-kind match for all six mobilizations will exceed \$8.1 million.

Project Staff – Caroline Hymoff, Rebecca Donatelli, and Carol Dingle

Project Budget/Source – \$350,000 of Section 410

Project Number – AL-10-03

Project Title: – DDOLUA Local and Campus Police Enforcement Campaign

Project Description – Provide funds for high-visibility overtime enforcement by up to approximately 250 local and campus police departments for the December 2009 to January 2010 and August to September 2010 Mobilizations. Enforcement efforts will focus on apprehending impaired drivers and be done during high-risk times and locations based on the latest available state and local data. Special consideration for funding will be given to communities with higher alcohol-related crash citations weighted by population. Conduct regional conferences, grant orientation and administration meetings to ensure maximum participation, high-visibility goals, and compliance with grant requirements. Utilize Law Enforcement Liaison Program to increase mobilization participation by local police departments and increased regional media outreach. Local in-kind match expected to exceed \$1.5 million.

Project Staff – Rebecca Donatelli, Carol Dingle, Caroline Hymoff, and Brittany Linnekin

Project Budget/Source – \$650,000 of Sections 410 and 154

Project Number – AL-10-04

Project Title – State and Local Police Sobriety Checkpoint/BAT Mobile Partnership

Project Description – Provide funds for sobriety checkpoints with the Massachusetts State Police and the top 25 local police departments selected based on alcohol-related crash and citation data. Deployment of Breath Alcohol Test Mobiles to checkpoints will be based on availability. State Police in-kind match to be \$8.1 million. Local police in-kind match expected to exceed \$20,000. An evaluation of the project will be conducted.

Project Staff – Rebecca Donatelli, Carol Dingle, Caroline Hymoff, and Brittany Linnekin

Project Budget/Source – \$1,027,308 for MSP of Section 410; \$150,000 for local police of Section 410; \$50,000 for evaluation of Section 410

Project Number – AL-10-05

Project Title – MSP Troop B OUI Enforcement Team Pilot Project

Project Description – Provide funds for overtime enforcement beyond normal operational hours in smaller towns in rural areas and other designated locations where deployment of sobriety checkpoints is not cost effective. Aggressive, zero tolerance dedicated patrols would target impaired drivers who leave homes and pouring establishments during early

morning hours. MSP CompStat data will be utilized to assist in selection of patrol areas. Troop B's OUI Team will extend shifts an additional two hours Wednesday through Saturday mornings for approximately four shifts per week. Funds will be provided to allow MSP OUI Team to address 10 high schools and similar forums about impaired driving. MSP in-kind match will be for personnel and \$52,000 for maintenance and fuel.

Project Staff – Rebecca Donatelli, Carol Dingle, Caroline Hymoff, and Brittany Linnekin

Project Budget/Source – \$58,847 of Section 410

Project Number – AL-10-06

Project Title – Alcohol Youth Programs

Project Description – Provide funds to conduct youth impaired driving prevention programs in middle schools, high schools, universities and state and local colleges, and in communities throughout Massachusetts. Programming will include using positive messages and methods: educating youth on crash and injury risks, effects of alcohol use and abuse, providing positive role models, promoting positive norms, and encourage youth non-alcohol-related activities. In kind match to be a minimum of 20 percent of total project cost.

Project Staff – Barbara Rizzuti

Project Budget/Source – \$112,500 of Sections 164 and 410

Project Number – AL-10-07

Project Title – Impaired Driving State and Community Educational Initiatives

Project Description – Through contractors produce and distribute educational and incentive materials for the DDOLUA Mobilizations and other programming to reduce impaired driving. Provide state and local law enforcement, public health and health care organizations, employers, and other campaign partners with mobilization kickoff activities and materials to encourage maximum support. Produce and distribute materials in English, Spanish, Portuguese, Mandarin, and other languages as need is identified. An estimated \$50,000 in corporate partnerships will add value to this project.

Project Staff – Cindy Campbell, Ethan Tavan, and Carol Dingle

Project Budget/Source – \$250,000 of Sections 410 and 154

Project Number – AL-10-08

Project Title – Impaired Driving Law Enforcement Specialized Training Program

Project Description – Provide funds to Municipal Police Training Committee (MPTC) to conduct up to 69 impaired driving trainings for local police officers. Trainings will include specialized, refresher and instructor courses in Standardized Field Sobriety; operator, instructor and instructor recertification in Breath Test training. MPTC will partner with MSP to provide quarterly breath test training session. Funds will provide for part-time administrative support for this training program. In kind match will be \$20,750.

Project Staff – Dan DeMille and Gerry Roy

Project Budget/Source – \$124,838.91 of Section 410

Project Number – AL-10-09

Project Title – Drug Evaluation and Classification Program (DEC)/Drug Impairment Training and Educational Professionals (DITEP)

Project Description – Provide funds to MPTC to conduct DEC program to law enforcement. Funding also will be provided for part-time Drug Recognition Expert (DRE) Program Coordinator. Up to 14 trainings will be held, including drug impaired driver program and implementation of DITEP Program for law enforcement, school educators, and administrators. Out-of-state travel is required to complete trainings. In-kind match will be \$11,750.

Project Staff – Dan DeMille and Gerry Roy

Project Budget/Source – \$191,309.06 of Sections 402 and 154

Project Number – AL-10-10

Project Title – Underage Drinking Compliance Checks Program

Project Description – Provide funds to the Massachusetts Alcoholic Beverages Control Commission (ABCC) to conduct enhanced liquor enforcement compliance checks and Cops in Shops to reduce underage drinking and impaired driving. Compliance checks will be performed in approximately 200 communities with a focus on communities that have not been targeted recently or that demonstrated a high-failure rate in 2008 to 2009. ABCC in-kind match will be 20 percent of total award.

Project Staff – Dan DeMille

Project Budget/Source – \$130,000 of OJJDP funds

Project Number – AL-10-11

Project Title – Statewide Underage Drinking Enforcement Training Program

Project Description – Provide funds to ABCC to conduct trainings for up to 150 departments representing 750 officers on enforcement of the Massachusetts Liquor Control Act as well as false identification and fraudulent document detection. ABCC in-kind match will be 20 percent of the total project.

Project Staff – Dan DeMille

Project Budget/Source – \$25,000 of Section 164

Project Number – AL-10-12

Project Title – Underage Alcohol Enforcement Grant Program

Project Description – Provide funds for up to 100 municipal, college and university law enforcement agencies for underage drinking enforcement in partnership with ABCC, community organizations and youth groups. Consideration will be given to communities with higher underage drinking violation rates weighted by population. Efforts will coordinate as best as possible with DDOLUA Mobilizations. Grant award amounts from \$5,000 to \$10,000 per department for enforcement. Local police department in-kind match will be a minimum of 20 percent of total project cost.

Project Staff – Dan DeMille

Project Budget/Source – \$162,500 of OJJDP and \$400,000 of Section 164

Project Number – AL-10-13

Project Title – College Alcohol Education Demonstration Project

Project Description – Provide funds to Berklee College of Music to address alcohol abuse prevention for all freshmen students through mandatory programming. This is year two of a three-year demonstration project that will include workshops, forums, comprehensive review of alcohol education literature, and an evaluation for all programming conducted. In-kind match will be a minimum of 20 percent of total project cost.

Project Staff – Dan DeMille

Project Budget/Source – \$60,000 of OJJDP funds

Project Number – AL-10-14

Project Title – College and University Impaired Driving Program

Project Description – Provide funds for up to 30 colleges and universities at up to \$10,000 each to develop environmentally focused programs to reduce alcohol use and abuse. Provide opportunity for colleges to showcase model underage drinking/substance abuse programs.

Project Staff – Dan DeMille and Gerry Roy

Project Budget/Source – \$300,000 of Section 410

Project Number – AL-10-15

Project Title – Underage Drinking Enforcement Conferences

Project Description – Provide funds to up to five Offices of the District Attorney to conduct a one-day underage drinking conference with their jurisdiction. Budget estimated at up to \$10,000 per conference. Attendees would include prosecutors, parents, youth service providers, state and local law enforcement, court personnel, school officials, coaches/athletic providers, health care providers, media outlets, business and government leaders. Evaluations will be conducted. In-kind match to be determined.

Project Staff – Dan DeMille

Project Budget/Source – \$61,470 of Section 410

Project Number – AL-10-16

Project Title – Automated License Plate Reader Program

Project Description – Based on the outcome of a no-cost demonstration pilot project conducted in FFY 2009 with EOPSS, Criminal History Systems Board (CHSB), and the State Police, funds will be provided to CHSB to provide up to three communities and the State Police with equipment to monitor and collect data on license plates, alerting police agencies to suspended and revoked licenses for alcohol-related offenses, stolen vehicles and other uses. Equipment ranges from fixed to mobile units. Estimate \$28,000 per system and \$100,000 for hardware support. Program will conform to Federal match requirements at a 30 percent Federal funding for a 70 percent state/local match. EOPSS will submit proposal and equipment information for NHTSA approval. EOPSS will comply with all Federal reporting and evaluation requirements associated with project.

Project Staff – Dan DeMille and Caroline Hymoff

Project Budget/Source – \$100,000 of Section 154

Project Number – AL-10-17

Project Title – Breath Test (BT) and Preliminary Breath Test (PBT) Program and Training

Project Description – Provide funds to MSP Office of Alcohol Testing for the purchase of new BT units and dry gas tanks to conduct training and proficiency training; purchase new PBT instruments, dry gas tanks and calibrating regulators, and provide training material and soft/hardware. In-kind match will exceed \$76,800.

Project Staff – Caroline Hymoff and Brittany Linnekin

Project Budget/Source – \$470,986.27 of Section 410

Project Number – AL-10-18

Project Title – NHTSA Drug Court Training

Project Description – If selected by NHTSA, Washington, award funds for travel-related expenses for Massachusetts Drug Court Teams to participate in national drug court trainings. The dates and locations will be determined by NHTSA.

Project Staff – Caroline Hymoff and Gerry Roy

Project Budget/Sources – \$25,000 of Section 164

Project Number – AL-10-19

Project Title – District Attorneys Association/Traffic Safety Resource Prosecutor (TSRP)

Project Description – Conduct trainings and conferences, provide technical assistance, create and maintain vehicular crimes pages and resources for district attorneys, prosecutors, members of the judiciary and law enforcement on impaired driving issues through MDAA. Continue to update Massachusetts OUI Prosecutors Manual. Funding will provide for a full-time TSRP and part-time program coordinator to implement EOPSS-HSD-MDAA projects. In-kind match will exceed 20 percent of total project cost.

Project Staff – Caroline Hymoff and Rebecca Donatelli

Project Budget/Source – \$72,832.38 of Section 410

Project Number – AL-10-20

Project Title – Survey Monkey Subscription

Project Description – Provide funds for an Internet-based surveying system to reach out to highway safety partners and sub-grantees. This will be used to enhance our programming decisions by directly asking potential partners and sub-grantees which topics they have the greatest need for and to evaluate existing programs.

Project Staff – Cindy Campbell and Ethan Tavan

Project Budget/Source – \$120.00 of Section 402

Project Number – AL-10-21

Project Title – Student Athlete Underage Drinking Prevention Conferences

Project Description – Provide funding for a contractor to conduct a series of conferences aimed at student athletes and others impacted by underage drinking.

Project Staff – Barbara Rizzuti and Brittany Linnekin

Project Budget/Source – \$61,470 of Section 402

Project Number – AL-10-22

Project Title – New England Association of Drug Court Professionals Conference

Project Description – Co-sponsor registration fees for up to 150 Massachusetts judges, drug court teams, law enforcement and others to attend conference.

Project Staff – Caroline Hymoff and Brittany Linnekin

Project Budget/Source – \$20,000 of Section 410

Project Number – AL-10-23

Project Title – Judicial Professional Development and Training

Project Description – In cooperation with The Judicial Institute of the Massachusetts Trial Court, funds will be provided for impaired driving training and development of support materials and manuals.

Project Staff – Caroline Hymoff and Brittany Linnekin

Project Budget/Source – \$50,000 of Section 410

Project Number – AL-10-24

Project Title – Program Management

Project Description – Provide sufficient staff to conduct alcohol-related programming described in plan as well as cover travel and miscellaneous expenses.

Project Staff – Caroline Hymoff, Cindy Campbell, Ethan Tavan, Carol Dingle, Dan DeMille, Rebecca Donatelli, Barbara Rizzuti, Gerry Roy, and Brittany Linnekin

Project Budget/Source – \$340,293 of Sections 402, 410, 254, and 164

4.0 Occupant Protection Program Area

Problem Identification and Analysis

Occupant protection refers to the use of safety belts, booster seats, and child safety seats by motor vehicle drivers and passengers. Massachusetts historically has one of the lowest statewide safety belt use rates in the country. This may be due in part to the weak secondary safety belt law in the Commonwealth. This type of law limits law enforcement to issuing safety belt violations only after they have first stopped motorists for primary traffic violations, such as speeding. A primary safety belt law allows law enforcement to stop vehicles whenever unbelted drivers or passengers are observed.

In 2007, nevertheless there were still 85,010 safety belt violations issued by state and local police in Massachusetts. Unfortunately the FFY 2008 goal of 72 percent observed seat belt usage was not attained and the 2008 belt use rate dropped to 67 percent. However, the belt rate increased by seven percentage points in 2009 to 74 percent, the highest safety belt rate the Commonwealth has ever recorded.

In 2008 and 2009, several safety advocates made a concerted effort to encourage the legislature to enact a primary safety belt bill. Legislation was introduced by Senator Jehlen. The Highway Safety Division and MassHighway developed a detailed report summarizing the literature on the benefits of primary enforcement and highlighting the Commonwealth's opportunity to receive \$13.6 million in grant funding from the FHWA. The NHTSA Regional Office also participated by briefing the legislature on the issue and providing detailed statistics on the number of lives saved and injuries prevented and overall cost savings to the Commonwealth. Unfortunately, the legislation was dropped from the budget and stalled in a legislative committee.

In 2008, the Highway Safety Division was awarded \$600,000 for a Section 403 competitive Cooperative Agreement by NHTSA to conduct a demonstration project called Click It or Ticket: The Next Generation. The project consists of funding extra high-visibility traffic enforcement by state and local police, a public awareness campaign three times per year during 2009 and 2010, and an evaluation component to be conducted by a NHTSA contractor. The MSP and over two-thirds of all local police departments participated in the first phase, a one week blitz in July 2009.

In April 2008, the Legislature passed a booster seat enhancement to the Massachusetts Child Passenger Safety Law, effective July 10, 2008, that qualified Massachusetts for \$370,634 in grant funds under NHTSA's Section 2011 program. Due to the fact that safety

belts remain the single most effective means of preventing death or injury as a result of a crash and that the Massachusetts belt use rate remains at an unacceptably low rate, the Highway Safety Division will continue to make occupant protection a major highway safety program area in FFY 2010.

Observed Safety Belt Use Rate

The Commonwealth has historically lagged the national safety belt use rate by 13 to 16 percent as shown in Table 4.1. In 2008, Massachusetts' rate of 67 percent compared unfavorably to the average rate of 88 percent of states with primary belt laws and with the 80 percent rate of states with secondary belt laws. In 2009, however, the Massachusetts observed seat belt use rate climbed to 74 percent.

Table 4.1 Massachusetts Safety Belt Use Rates
2006 to 2009

		2006	2007	2008	2009
Nationwide Belt Use		81%	82%	83%	U/A
MA Statewide Belt Use		67%	69%	67%	74%
Gender	Male	60%	62%	61%	68%
	Female	74%	76%	74%	79%
Age Group	Teen	59%	69%	59%	67%
	Adult	67%	68%	66%	73%
	Elder Adult	76%	78%	76%	82%
Occupant Role	Driver	67%	67%	66%	72%
	Front Seat Passenger	67%	72%	68%	75%
Vehicle Type	Passenger Car	69%	71%	69%	76%
	SUV	72%	71%	72%	77%
	Van	71%	74%	70%	80%
	Pick-Up Truck	49%	56%	49%	61%
	Commercial Vehicle	51%	45%	43%	50%
Functional Classification	Freeway	75%	77%	74%	80%
	Arterial	70%	66%	66%	73%
	Collector	64%	64%	60%	69%
	Local		65%	72%	73%
State of Vehicle Registration	Massachusetts	67%	67%	66%	73%
	New Hampshire	67%	75%	69%	72%
	Other State	76%	82%	78%	85%

Table 4.1 Massachusetts Safety Belt Use Rates (continued)
2006 to 2009

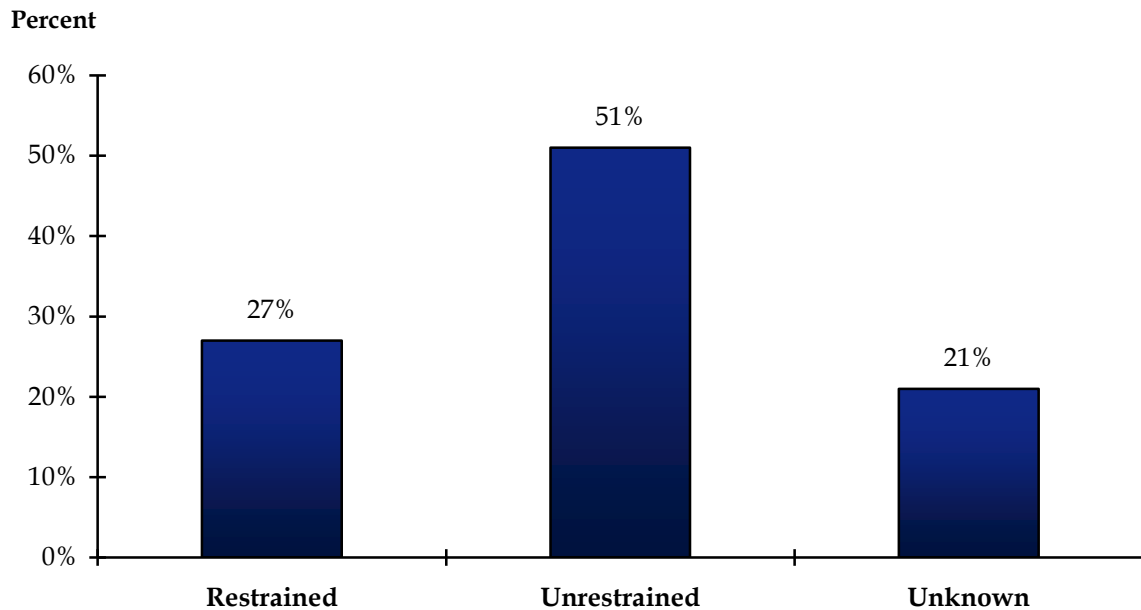
		2006	2007	2008	2009
Region	Berkshire	77%	72%	71%	78%
	Northeast	66%	67%	68%	73%
	Western	69%	71%	69%	73%
	Southeast	67%	65%	61%	72%
	Central	68%	68%	65%	72%

Source: Highway Safety Division's 2006 to 2009 Massachusetts Safety Belt Use Observations Surveys; NHTSA Traffic Safety Facts, 2008.

Several observations emerged from the comparison of 2007 to 2008 and 2009 data. Overall safety belt usage decreased by two percentage points from 2007 to 2008, from 69 percent to 67 percent, and then increased by seven percentage points from 2008 to 2009, to 74 percent. Teen usage decreased significantly from 69 percent in 2007 to 59 percent in 2008, but then saw an increase of eight percentage points to 67 percent in 2009. The Berkshire region, which had the highest usage rate from 2006 through 2009, experienced a seven percentage point increase from 2008 to 2009. This part of Massachusetts borders the primary belt law states of Connecticut and New York. Southeastern Massachusetts, historically with one of the lowest rates and consistently the subject of additional Division attention, saw a substantial increase of 11 percentage points, from 61 in 2008 to 72 in 2009. Since the inception of CIOT mobilizations in 2002, safety belt usage has been a top priority for the Highway Safety Division.

The consequences of low belt use in Massachusetts are revealed in fatal crashes. Figure 4.1 presents belt use status for fatally injured vehicle occupants of fatal crashes in Massachusetts during 2007. In Massachusetts, 27 percent of fatally injured occupants were restrained while 51 percent were not restrained.

Figure 4.1 Safety Belt Use for Vehicle Occupants Involved in Massachusetts Fatal Crashes
2007



Source: FARS.

Safety Belt Violations

Table 4.2 presents safety belt and child safety violations issued along Massachusetts state- and local-controlled roadways.

Table 4.2 Massachusetts Safety Belt and Child Safety Seat Violations

	2006	2007	2008
Safety Belt Violations ^a	82,604	82,512	80,821
No Child Restraint Violations ^b	4,344	4,217	4,105
Total Safety Violations	86,948	86,729	84,926

Source: Merit Rating Board, August 2009.

^a Comprised of Seatbelt Violation (90 13A) and Seatbelt (90 7BB).

^b Chapter 90, Section 7AA.

Massachusetts Safety Belt Telephone Survey Results

Each year between 2004 and 2007, the Highway Safety Division conducted a 500-person statewide telephone survey to determine reported behavior, awareness of, and attitudes towards safety belts and related laws among Massachusetts licensed drivers. Table 4.3 summarizes key survey findings.

Table 4.3 Safety Belt-Related Telephone Survey

	2004	2005	2006	2007
Massachusetts Residents Aware of Safety Belt Law	93%	91%	81%	87%
Stricter Enforcement of Safety Belt Law				
Strongly Favor/Favor	72%	76%	76%	79%
Likelihood Unbelted Adults will be Ticketed by Police				
Very or Somewhat Likely	61%	37%	34%	57%
Police Ticketing Those Unbelted Impact on Safety Belt Use Decision				
Much More or Somewhat Likely	62%	80%	65%	81%

Note: No survey was conducted in 2008.

Source: Pre- and Post-CIOT Survey Results, Highway Safety Division, 2004 to 2007.

Goals

- Increase by three percentage points the statewide observed safety belt use of front seat outboard occupants in passenger vehicles, from 74 percent in 2009 to 77 percent in 2010.
- To decrease the number of unrestrained passenger vehicle occupant fatalities, in all seat positions, from a five-year average of 152 (2004 to 2008) by 6.5 percent to 142 in 2010.

Performance Measures

- Percent of front seat outboard vehicle occupants who are observed to be using seat belts.
- Number of unrestrained passenger vehicle occupant fatalities (all seat positions).

Strategies

1. Enhance and evaluate the impact of the CIOT Mobilizations.
2. Expand and evaluate CIOT-related communications and community educational initiatives among diverse populations.
3. Enlarge and evaluate the impact of efforts to increase safety belt use by younger drivers and passengers.
4. Expand the impact of efforts to increase proper use of child safety seats, including booster seats.
5. Support law enforcement with training and technical assistance aimed at increasing their effectiveness to increase occupant protection use.
6. Implement Teen Safe Driving Program of the Registry of Motor Vehicles and Department of Public Health.
7. Expand Grammar/Middle School Traffic Safety Pilot Program.
8. Implement Hispanic Community Traffic Safety Pilot Program.

Program Area Projects

Project Number – OP-10-01

Project Title – Paid and Earned Media in Support of Occupant Protection

Project Description – Develop and implement statewide paid and earned media to support occupant protection efforts, including, but not limited to (estimated cost in parentheses): CIOT Mobilizations: November 2009, April 2009, May to June 2010, and July 2010 (\$1,500,000), child passenger safety (\$100,000), Safe Prom and Graduation Program (\$100,000), and respond to new laws or events that affect this program area (\$100,000). Media efforts will educate the public about the benefits of safety belt, booster seat, and child safety seat use as well as the importance of compliance with the Commonwealth's occupant protection laws. Primary audience will be males ages 16 to 34. Produce and distribute materials in English, Spanish, Portuguese, Mandarin, and other languages as need is identified.

Project Staff – Cindy Campbell, Ethan Tavan, and Carol Dingle

Project Budget/Source – \$1,800,000 of Sections 402, 403, 405, 163, and 2011

Project Number – OP-10-02

Project Title – Occupant Protection Youth Programs

Project Description – Provide funds to conduct occupant protection programs in schools and in communities. Funds would be used to expand programming in elementary, middle and high schools, universities and local colleges. In-kind match to be a minimum of 20 percent of total project cost.

Project Staff – Barbara Rizzuti

Project Budget/Source – \$187,500 of Section 402

Project Number – OP-10-03

Project Title – Grammar/Middle School Traffic Safety Pilot Program

Project Description – Provide additional funds for the pilot program. Funds would be used for organizations to work closely with grammar and middle school students to provide traffic safety education. Funds would be provided for curriculum development, implementation, and evaluation. Instructors would serve as positive role models who interact with schools on a regular basis. Presentations will educate students about safety belt benefits, but also other motor vehicle risk-taking behaviors.

Project Staff – Barbara Rizzuti and Dan DeMille

Project Budget/Source – \$30,735 of Section 402

Project Number – OP-10-04

Project Title – Traffic Safety in the Hispanic Community Pilot Program

Project Description – Identify an organization or agency to work with the organization(s) administering the Grammar/Middle School Traffic Safety Pilot Program (Task OP-10-03). Funds would be used to reach high-risk elementary, middle and high school students in diverse communities. Presentations will be offered or modified in other languages, including Spanish, and educate on the benefits of safety belt use and address other risk-taking motor vehicle behaviors.

Project Staff – Barbara Rizzuti

Project Budget/Source – \$30,735 of Section 402

Project Number – OP-10-05

Project Title – Teen Driving Program, Massachusetts Department of Public Health (DPH) and Registry of Motor Vehicles (RMV)

Project Description – Provide funds for statewide outreach to parents of teen drivers to promote compliance with junior operator law, statewide social marketing campaign targeted to teen population, two community-level motor vehicle occupant protection pilot programs. In-kind match will exceed minimum of 20 percent of total program costs.

Project Staff – Barbara Rizzuti

Project Budget/Source – \$140,000 of Section 402

Project Number – OP-10-06

Project Title – Older Driver Initiative, Massachusetts DPH and RMV

Project Description – Enhance the safe driving information that is provided to mature drivers through aging services agencies and Councils on Aging. Minimum 20 percent in-kind match to be provided by the RMV.

Project Staff – Barbara Rizzuti and Gerry Roy

Project Budget/Source – \$80,000 of Section 402

Project Number – OP-10-07

Project Title –Occupant Protection State and Community Educational Initiatives

Project Description – Through contractors develop and distribute educational and incentive materials for the CIOT Mobilizations and other programming to increase use of occupant protection. Provide state and local law enforcement, public health and health care organizations, employers, and other campaign partners with mobilization kickoff activities and materials to encourage maximum support. Produce and distribute materials in English, Spanish, Portuguese, Mandarin and other languages as need is identified. Reestablish six safety belt “Best Practices” countermeasures available at www.mass.gov/highwaysafety for implementation by local police departments and community organizations. An estimated \$50,000 in corporate partnerships will add value to this project.

Project Staff – Cindy Campbell, Ethan Tavan, and Carol Dingle

Project Budget/Source – \$400,000 of Section 402

Project Number – OP-10-08

Project Title – Child Passenger Safety (CPS) Program Administration and Training

Project Description – Through contractor provide statewide CPS program to support existing 680 child passenger safety technicians and 20 instructors. Annually train up to 200

new technicians and up to five new instructors to address turnover and expand program. Recruit additional bilingual instructors and technicians. Conduct monthly new technician trainings with emphasis on low-income and diverse communities. Conduct quarterly recertification trainings for those technicians whose certifications have expired. Conduct biannual training for technicians serving special needs individuals. Support annually up to 12 HSD-led child passenger safety checkpoints with emphasis on low-income and diverse populations. Maintain CPS telephone hotline and web site. Minimum 20 percent in-kind match to be provided by contractor, and an estimated \$50,000 in corporate partnerships will add value to this project.

Project Staff – Cindy Campbell, Ethan Tavan and Gerry Roy

Project Budget/Source – \$700,000 of Sections 402 and 2011

Project Number – OP-10-09

Project Title – CPS Conference

Project Description – With CPS contractor, conduct the 2010 Annual Massachusetts Child Passenger Safety Conference for up to 500 attendees, including all certified technicians and instructors. Topics will include national and state updates and changes in current CPS laws, regulations, and standards about child passenger safety seats. An estimated \$15,000 in corporate partnerships will add value to this project.

Project Staff – Cindy Campbell, Ethan Tavan, and Gerry Roy

Project Budget/Source – \$25,000 of Section 402

Project Number – OP-10-10

Project Title – Traffic Occupant Protection Strategies (TOPS)

Project Description – Conduct specialized training for local police in Traffic Occupant Protection Strategies through the Municipal Police Training Committee (MPTC). Conduct approximately 22 TOPS Specialized and instructors trainings. In-kind match will be \$5,800.

Project Staff – Dan DeMille

Project Budget/Source – \$25,000 of Section 405

Project Number – OP-10-11

Project Title – SurveyMonkey Subscription

Project Description – Provide funds for an Internet-based surveying system to reach out to highway safety partners and sub-grantees. This will be used to enhance our

programming decisions by directly asking potential partners and sub-grantees which topics they have the greatest need for, and to evaluate existing programs.

Project Staff – Dan DeMille, Barbara Rizzuti, Cindy Campbell, and Ethan Tavan

Project Budget/Source – \$120.00 of Section 402

Project Number – OP-10-12

Project Title – CIOT State Police Enforcement Campaign

Project Description – Provide funds for overtime by the MSP to participate in four Mobilizations in November 2009, April, May, and July 2010. Enforcement efforts will focus on increasing compliance with occupant protection laws and be done at high-risk times and locations for motor vehicle crashes based on the latest available state and local crash and citation data. Total in-kind match for six mobilizations exceeds \$8 million.

Project Staff – Rebecca Donatelli and Caroline Hymoff

Project Budget/Source – \$700,000 in Sections 402, 403 and 405

Project Number – OP-10-13

Project Title – Local and Campus Police Enforcement and Equipment Campaign

Project Description – Provide funds for overnight enforcement to approximately 250 local and campus police departments with MGL Chapter 90 powers for the November, April, May and July 2010 Mobilizations. Conduct bidders' conferences and grant orientation meetings to ensure maximum participation and compliance with grant requirements.

HSD also will review recommendations from NHTSA's Occupant Protection Special Management Review as it relates to all CIOT efforts.

Provide funding to enforcement grant communities for traffic enforcement equipment ranging in price from \$3,000 to \$15,000 per community. Equipment will include items on approved list. All state and NHTSA requirements as applicable to all equipment purchases will be followed. In-kind match to be determined but will exceed 20 percent of total project cost.

Project Staff – Rebecca Donatelli, Carol Dingle, Brittany Linnekin, and Caroline Hymoff

Project Budget/Source – \$1,200,000 of Sections 402, 403, and 405 for enforcement; \$800,000 of Section 402 for equipment

Project Number – OP-10-14

Project Title – Seat Belt Observation Survey

Project Description – Provide funding for a selected contractor to conduct safety belt sub-sample and full observation surveys. Final reports on both surveys are submitted to the Highway Safety Division for review and dissemination. The annual sub- and full-surveys are required of all states by NHTSA.

Project Staff – Robert Kearney

Project Budget/Source – \$123,000 of Section 402

Project Number – OP-10-15

Project Title – Clerk Magistrate Professional Development

Project Description – Provide professional development trainings to Clerk Magistrates and Assistant Clerk Magistrates on occupant protection issues through The Judicial Institute of the Massachusetts Trial Court.

Project Staff – Caroline Hymoff and Brittany Linnekin

Project Budget/Source – \$30,000 of Section 402

Project Number – OP-10-16

Project Title – Program Management

Project Description – Provide sufficient staff to conduct related programming described in plan as well as cover travel and miscellaneous expenses.

Project Staff – Caroline Hymoff, Cindy Campbell, Ethan Tavan, Carol Dingle, Dan DeMille, Rebecca Donatelli, Barbara Rizzuti, Gerry Roy, and Brittany Linnekin

Project Budget/Source – \$320,000 of Section 402

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5.0 Speed and Distracted Driving Program Area

Problem Identification and Analysis

Speed-related fatalities and injuries are a significant highway safety problem often overshadowed by the high-profile attention given to occupant protection and impaired driving both at the national and state level.

In Massachusetts, 33 percent of crash fatalities were speed-related in 2007, which surpassed the national rate of 32 percent. The higher percentage of speed-related fatalities in Massachusetts as compared to the nation confirms that the Highway Safety Division should continue to treat speeding and distracted driving as a major highway safety program area in FFY 2010. Efforts in this area also will address distracted driving.

Speed-Related Fatalities

Table 5.1 presents speed-related fatalities in Massachusetts. The actual number of speed-related fatalities dropped slightly from 2005 to 2007, while the speed fatality rate per 100 million VMT and the percent of speed-related motor vehicle fatalities remained the same during this period. However, preliminary 2008 data shows a substantial decline from 2007, with 32 percent fewer speed-related fatalities and a lower proportion of speed-related fatalities.

Table 5.1 Massachusetts Speed-Related Fatalities

	2005	2006	2007	2008
Speed-Related Fatalities (Actual)	145	148	143	97
Percent of All Motor Vehicle Fatalities	33%	34%	33%	27%
Speed Fatality Rate per 100 Million VMT	0.26	0.27	0.26	N/A

Note: 2008 data is preliminary.

Source: FARS, May 2009.

Speed-Related Violations

Speeding violations decreased in 2008, while aggressive driving violations saw a slight increase during 2008, as shown in Table 5.2.

Table 5.2 Massachusetts Speeding Violations

	2006	2007	2008
Speeding Violations ^a	313,455	305,301	293,440
Aggressive Driving Violations ^b	180,461	176,516	177,932

Source: Merit Rating Board, January 2009.

^a Comprised of Speed County Bridge (85 20), Speed Metallic Tires (85 31), Speeding (90 17, 90 18, and 730 708 SP), Speeding in a Work Zone (90 17 C), Speeding Overweight (90 17 OW), MDC Speeding (350 410 SP), Mass Pike Speeding (730 500 SP and 730 707 SP), Sumner Tunnel Speeding (730 300 SP).

^b Comprised of Failure to Keep Right (89 1), Improper Passing (89 2), Keep Right (89 4), Lane Violation/Unsafe Passing (89 4A), Failure to Drive in Right Lane (89 4B), Failure to Yield at Intersection (89 8), Failure to Stop/Block Intersection (89 9), Failure to Yield to Pedestrians (89 11), Failure to Use Safety (90 14), Failure to Signal Stop/Turn (90 14B), Racing (90 17B), Operating Recklessly (90 24 OR), Motor Vehicle Homicide (90 24G), MDC Sign/Signal (350 401), MDC Fail Stop/Yield (350 401 SY), Mass Pike Tandem Trailers (730 400).

Goals

- To reduce by 10 percent the number of speed-related fatalities, from a five-year average (2004 to 2008) of 138 to 124 in 2010.

Performance Measures

- Number of speed-related fatalities.

Strategies

1. Support law enforcement with training and technical assistance aimed at increasing their effectiveness to reduce speeding and other distracted driving behaviors.
2. Implement Work Zone Speed Management Pilot Program with Executive Office of Transportation and Public Works.

3. Implement Lane Corridor Community Pilot Programs with MassHighway Department.

Program Area Projects

Project Number – SC-10-01

Project Title – Paid and Earned Media in Support of Reducing Speeding and Distracted Driving

Project Description – Develop and implement statewide paid and earned media to support efforts to reduce speeding and distracted driving (especially texting), based on the recommendations of the 2009 Distracted Driving Summit. Programs will include, but will not be limited to: Safe Prom and Graduation Program and responding to new laws or events that affect this program area. This effort will educate the public about the dangers and costs of speeding and distracted driving as well as the Commonwealth’s applicable laws. Primary target audience will be males ages 16 to 34 with secondary audiences of diverse populations as well as residents of western and southeastern Massachusetts. Produce and distribute materials in English, Spanish, Portuguese, Mandarin and other languages as need is identified. An estimated \$50,000 in corporate partnerships will add value to this project, with potential sponsors already having been identified.

Project Staff – Cindy Campbell, Ethan Tavan, and Carol Dingle

Project Budget/Source – \$400,000 of Section 402

Project Number – SC-10-02

Project Title – Speeding and Distracted Driving State and Community Educational Initiatives

Project Description – Through contractors develop and distribute educational and incentive materials for programming to reduce speeding and distracted driving (especially texting). Provide state and local law enforcement, public health and health care organizations, employers, and other partners with materials to encourage maximum support. Produce and distribute materials in English, Spanish, Portuguese, Mandarin and other languages as need is identified. An estimated \$50,000 in corporate partnerships will add value to this project, with potential sponsors already having been identified.

Project Staff – Cindy Campbell, Ethan Tavan, and Carol Dingle

Project Budget/Source – \$300,000 of Section 402

Project Number – SC-10-03

Project Title – Law Enforcement Corridor Projects

Project Description – In partnership with the MassHighway Department and a part of the Massachusetts Strategic Highway Safety Plan, select engineering, state and local law enforcement, EMS and education communities, develop and implement strategies to address problems at specific lane departure crash locations. Locations to be identified by MassHighway as part of demonstration project. Provide limited funds through procurement process for select traffic safety countermeasures.

Project Staff – Dan DeMille and Gerry Roy

Project Budget/Source – \$200,000 of Section 402

Project Number – SC-10-04

Project Title – Work Zone Speed Management Pilot Project

Project Description – In support of Massachusetts Strategic Highway Safety Plan (Work Zone Safety for Workers and Drivers), this project as approved in the FFY 2009 (SC-09-07) plan has been rescheduled for FFY2010. Funds in the amount of \$124,222 will be provided for purchase of six speed trailers along with supporting software and training. HSD will resubmit documentation to NHTSA for approval for the purchase in FFY2010.

Project Staff – Caroline Hymoff and Gerry Roy

Project Budget/Source – \$124,422 of Section 402

Project Number – SC-10-05

Project Title – Program Management

Project Description – Provide sufficient staff to conduct related programming, described in this plan as well as cover travel, conferences, fees, and miscellaneous expenses.

Project Staff – Cindy Campbell, Ethan Tavan, Dan DeMille, and Gerry Roy

Project Budget/Source – \$90,000 of Section 402

6.0 Higher Risk Transportation System Users Program Area

■ 6.1 Young and Older Drivers

Problem Identification and Analysis

In 2007, fatalities involving younger drivers, those ages 16 to 24, were 19 percent of all motor vehicle-related fatalities in Massachusetts as compared to 24 percent nationwide. Also in 2007, fatalities for older drivers, those over 65 years of age, were 9 percent of all motor vehicle-related fatalities in Massachusetts as compared to 14 percent nationwide. Table 6.1 describes the distribution of younger and older driver fatalities and incapacitating injuries in Massachusetts between 2006 and 2008.

Table 6.1 Young and Older Driver Fatalities and Incapacitating Injuries in Massachusetts

	2006	2007	2008
Fatalities			
Young Driver (16-20)	33	35	30
Young Driver (21-24)	43	45	25
Older Driver (65+)	40	39	35
Incapacitating Injuries			
Young Driver (16-24)	753	622	586
Older Driver (65+)	319	258	265

Note: 2008 data are preliminary.

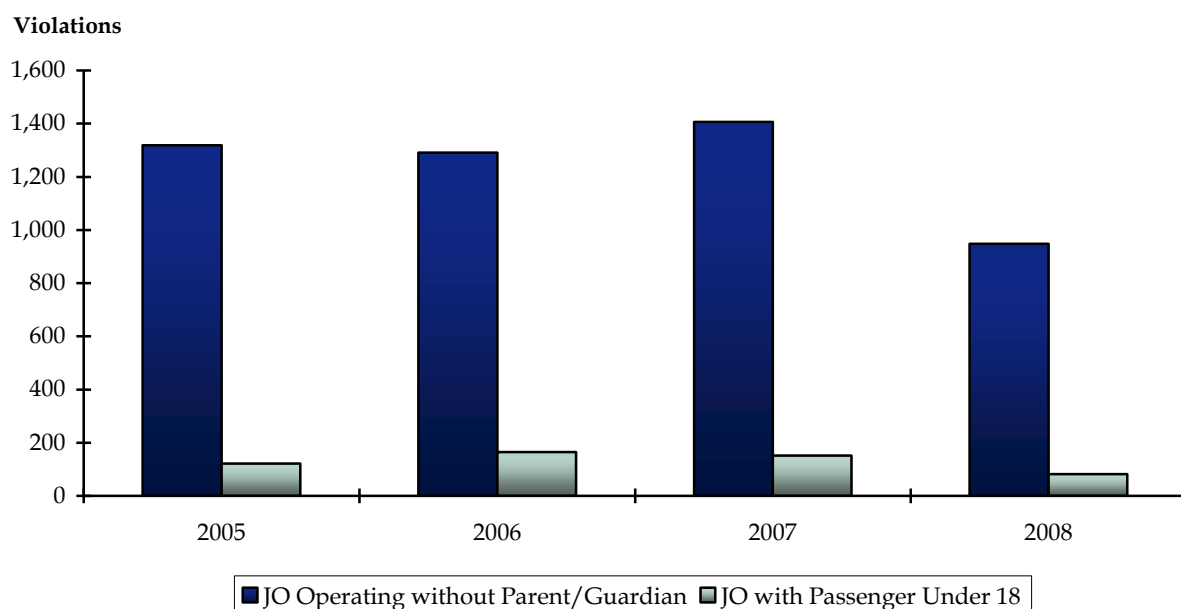
Source: 2007 Massachusetts Statewide Crash Data System (CDS), May 2009; Massachusetts Registry of Motor Vehicles, April 2009; FARS, August 2009; MassTRAC, August 2009.

Junior Operator License (JOL) Law Violations

Figure 6.1 presents JOL law violations issued in Massachusetts between 2005 and 2008. The overall number of JOL law violations saw a steady increase from 2005 to 2007, then sharply decreased from 2007 to 2008.

Massachusetts has made significant efforts to enhance enforcement of the JOL law, in particular after the law was strengthened in 2007. Strict enforcement of this law along with promotion of the law and its enforcement may reduce the number of improperly trained and inexperienced young drivers on roadways.

Figure 6.1 JOL Law Violations



Source: Merit Rating Board, Violations Report No. MMRRV110 R7, January 2009.

Every two years, the Massachusetts DPH conducts a survey of Massachusetts youth to address health and risk behaviors with respect to a variety of topics, including classroom/classmate interactions, use of illegal substances, and motor vehicle safety. Table 6.2 presents data findings from the biannual survey of Health and Risk Behaviors of Massachusetts Youth.

Table 6.2 Key Findings from Health and Risk Behavior Survey of Massachusetts Youth

	2001	2003	2005	2007
Students who Rode with an Intoxicated Driver	31%	27%	27%	26%
Students who Drove after Drinking in the past 30 days	11%	11%	NA	NA
Students who Never or Rarely Wore a Safety Belt	21%	16%	15%	15%

Source: Massachusetts Department of Public Health, June 2007.

Goals

- To maintain the number of young drivers (age 20 or younger) involved in fatal crashes at 61 (2008) in 2010.
- To reduce by 10 percent the number of older drivers (age 65 or older) involved in fatal crashes, from a five year average (2004-2008) of 63 to 57 in 2010.

Performance Measures

- Number of young drivers (age 20 or younger) involved in fatal crashes.
- Number of older drivers (age 65 or older) involved in fatal crashes.

Note: Projects addressing younger and older driver issues are included within other Program Area Projects summaries.

■ 6.2 Pedestrians and Bicyclists

Pedestrian Safety

Problem Identification and Analysis

As would be expected in a more urbanized state, pedestrian fatalities represent a higher proportion of total fatalities in Massachusetts than at the national level. In 2007, pedestrian fatalities were 15 percent of the total in Massachusetts, but only 11 percent nationally. Efforts to expand walking to school and work or for recreation will be made easier when pedestrian fatalities and injuries are further decreased.

In 2007, the segments of the population most affected by pedestrian fatalities were adults ages 47 to 58, ages 22 to 39, and 73 to 77 years of age. The segments of the population least affected by pedestrian fatalities were children ages 21 and under and those age 63 to 72 and over 78 years of age.

Eighty percent of pedestrian fatalities occurred at non-intersections. Pedestrian fatalities most often occurred on Friday, Sunday, and Monday, in the early evening (4:00 p.m. to 8:00 p.m.) and late night (10:00 p.m. to 1:00 a.m.). The biggest factors that contribute to pedestrian fatalities involve walking, playing, or working in a roadway or low-visibility conditions.

Table 6.3 shows the number of pedestrian fatalities and incapacitating injuries occurring in Massachusetts.

Table 6.3 Pedestrian Fatalities and Incapacitating Injuries in Massachusetts

	2005	2006	2007	2008
Pedestrian Fatalities	76	61	66	75
Pedestrian Incapacitating Injuries	241	221	234	N/A
Total	317	282	300	N/A

Note: 2008 data is preliminary

Source: 2007 Massachusetts Statewide Crash Data System (CDS), May 2009; Massachusetts Registry of Motor Vehicles, April 2009; FARS, July 2009.

To decrease the number of pedestrian fatalities and incapacitating injuries, there is a need for both driver and pedestrians to better share the road. This needs to be made easier by engineering, enforcement, and public information efforts.

Goals

- To reduce by 12 percent the number of pedestrian fatalities, from 75 in 2008 to 66 in 2010.

Performance Measures

- Number of pedestrian fatalities.

Strategies

1. Support statewide and community-level pedestrian safety initiatives.
2. Enhance pedestrian safety expertise among state and local enforcement, public health, highway planners, engineers, and other traffic safety advocates.
3. Award up to 10 community pedestrian, bicycle and moped-type enforcement, education, and equipment grants based on problem identification.
4. Co-sponsor Statewide Pedestrian and Bicycle Safety “Moving Together” Conference and increase over 150 attendees in FFY 2008 to 200 in FFY 2009.

Bicycle Safety

Problem Identification and Analysis

In 2007, Massachusetts was above the U.S. average in bicyclist fatalities: 2.5 percent in Massachusetts versus just over 1.7 percent nationally. Unfortunately, bicyclist fatalities had been on the rise from 2005 to 2007. However, preliminary 2008 data shows the number of bicyclist fatalities stabling, with 10 fatalities. Ensuring the safety of bicyclists, particularly in the urban centers, will be imperative to encourage greater bicycle travel.

In 2007, the segments of the population most affected by bicyclist fatalities were children ages 10 to 13 and adults ages 51 to 59.

Table 6.4 shows the number of bicyclist fatalities and incapacitating injuries occurring in Massachusetts.

Table 6.4 Massachusetts Bicyclist Fatalities and Incapacitating Injuries

	2005	2006	2007	2008
Bicyclist Fatalities	5	6	11	10
Bicyclist Incapacitating Injuries	74	103	97	N/A
Total	79	109	108	N/A

Note: 2008 data is preliminary

Source: 2007 Massachusetts Statewide Crash Data System (CDS), May 2009; Massachusetts Registry of Motor Vehicles, April 2009; FARS, July 2009.

In order to further decrease the number of bicyclist fatalities and incapacitating injuries, drivers must continue to share the roadway and show consideration for bicycle lanes of travel. Bicyclists need to use helmets and obey applicable rules of the road.

Goals

- To reduce by 20 percent the number of bicyclist fatalities, from 10 in 2008 to 8 in 2010.
- Increase the number of community bicycle helmet grants awarded, from 86 in FFY 2009 to 250 in FFY 2010.

Performance Measures

- Number of bicyclist fatalities.
- Number of community bicycle helmet grants awarded.

Strategies

1. Support statewide and community-level bicycle safety initiatives.
2. Enhance bicycle safety expertise among state and local law enforcement, public health, highway planners, engineers, and traffic safety advocates.
3. Award approximately 10 pedestrian, bicycle and moped-type enforcement, education, and equipment grants based on problem identification.
4. Co-sponsor Statewide Pedestrian and Bicycle Safety “Moving Together” Conference.

Pedestrians and Bicyclists Program Area Projects

Note: These projects address both pedestrian and bicyclist safety.

Project Number – PS-10-01

Project Title – Statewide Helmet Program

Project Description – Expand the program with the assistance of a contractor to a minimum of 250 communities and organizations with a public purpose. Distribute helmet informational cards, helmet pledge cards, helmet law posters. Produce and distribute materials in English as well as Spanish, Portuguese, and Mandarin.

Project Staff – Robert Kearney, Cindy Campbell, and Ethan Tavan

Project Budget/Source – \$150,000 of Section 402

Project Number – PS-10-02

Project Title – Statewide Pedestrian and Bicycle Safety Conference

Project Description – Co-sponsor Annual Moving Together Conference on bicycle and pedestrian safety issues with the Executive Office of Transportation, MassHighway, Massachusetts Department of Public Health, and other state partners for 200 attendees representing public health, law enforcement, highway planners, traffic safety advocates, and highway engineers.

Project Staff – Dan DeMille

Project Budget/Source – \$1,000 of Section 402

Project Number – PS-10-03

Project Title – Pedestrian, Bicycle, and Moped-Type Enforcement, Education and Equipment Program

Project Description – Using community-level programming ideas based on state and local crash and citation data, award approximately 10 grants of up to \$10,000 each to local police departments to conduct enforcement and education aimed at reducing the incidences of pedestrian, bicycle and moped-type injuries and fatalities. Equipment and materials will include but not be limited to retro-reflective signage, speed measurement equipment, programmable message, or speed boards. Departments will be required to receive prior authorization for all equipment for any single item to be purchased over \$5,000. Special consideration for funding will be given to communities with high-risk populations. In-kind match will exceed minimum of 20 percent of total cost of grant award.

Project Staff – Dan DeMille

Project Budget/Source – \$100,000 of Section 402

Project Number – PS-10-04

Project Title – FFY09 Pedestrian, Bicycle and Moped-Type Enforcement, Education and Equipment Program

Project Description – This project will complete the second part of the grant awards of up to \$10,000 each to local police departments to conduct enforcement and education aimed at reducing the incidences of pedestrian, bicycle, and moped-type injuries and fatalities. Equipment and materials will include but not be limited to retro-reflective signage, speed measurement equipment, programmable message, or speed boards. Special consideration

for funding was given to communities with high-risk populations. In-kind match will exceed minimum of 20 percent of total project cost.

Project Staff – Dan DeMille

Project Budget/Source – \$57,361.20 of Section 402

Project Number – PS-10-05

Project Title – Pedestrian, Bicycle, and/or Moped-Type Enforcement Training

Project Description – Conduct specialized training for local police departments in pedestrian, bicycle, and/or moped-type enforcement through the Municipal Police Training Committee (MPTC). Conduct approximately 21 specialized trainings in Traffic Enforcement for Bicyclist Safety (TEBS) and Specialized Bike Patrol. In-kind match of \$6,050.

Project Staff – Dan DeMille

Project Budget/Source – \$41,388.62 of Section 402

Project Number – PS-10-06

Project Title – Program Management

Project Description – Provide sufficient staff to conduct pedestrian- and bicycle-related programming described in this plan as well as cover travel and miscellaneous expenses.

Project Staff – Dan DeMille and Robert Kearney

Project Budget/Source – \$22,000 of Section 402.

■ 6.3 Motorcyclists

Problem Identification and Analysis

The popularity of motorcycling continues to increase in Massachusetts and across the nation. Many of these new riders are first time, older people. This in turn has driven up demand for professional rider training. In 2007, motorcycle-related fatalities comprised about 14 percent of all motor vehicle-related fatalities across the Commonwealth as compared to 13 percent nationwide. Preliminary 2008 data for the Commonwealth shows a

decrease in the proportion of motorcycle-related fatalities, comprising 12 percent of all fatalities.

Table 6.5 presents the total number of motorcyclist fatalities and incapacitating injuries in Massachusetts.

Table 6.5 Massachusetts Motorcyclist Fatalities and Incapacitating Injuries

	2005	2006	2007	2008
Motorcyclist Fatalities	56	50	62	42
Motorcyclist Incapacitating Injuries	374	325	345	N/A
Total	430	375	406	N/A

Note: 2008 data is preliminary

Source: 2007 Massachusetts Statewide Crash Data System (CDS), May 2009; Massachusetts Registry of Motor Vehicles, April 2009; FARS, July 2009.

In 2007 in Massachusetts, 95 percent of operators/passengers involved in fatal crashes were wearing helmets, as compared to 59 percent nationwide. This demonstrates that the majority of motorcyclists in Massachusetts are aware of the importance of wearing this important piece of proper safety equipment. However, helmet use is only part of the education efforts that must be conducted to ensure motorcyclist safety in Massachusetts; riders statewide must be further trained and educated about all aspects of motorcycle safety, including roadway rules and regulations, licensing requirements, and proper equipment usage. In 2007, it was found that 71 percent of all motorcycle fatalities were the fault of the rider.

Goals

- To reduce by 10 percent the number of motorcycle fatalities, from a five-year average of 54 (2004 to 2008) to 49 in 2010.
- To decrease unhelmeted motorcyclist fatalities by 50 percent from a five-year average of four (2004 to 2008) to no greater than two in 2010.
- Maintain the number of motorcycle riders trained at 8,587 (2008) in 2010.

Performance Measures

- Number of motorcycle fatalities.
- Number of unhelmeted motorcyclist fatalities.
- Number of motorcycle riders trained.

Strategies

1. Maintain statewide rider training availability with special focus on increasing first-time participation by older riders.
2. Conduct assessment of motorcycle safety program to determine effectiveness and develop strategic plan based on results.

Program Area Projects

Project Number – MC-10-01

Project Title – Motorcycle Safety Program Enhancements

Project Description – With FFY 2010 Section 2010 funds, enhance the Registry of Motor Vehicles' motorist awareness communications efforts to make drivers more aware of the need to share the road with motorcyclists, increase awareness of rider responsibility, increase the recruitment of motorcycle training instructors, and improve motorcycle training curricula.

Project Staff – Barbara Rizzuti

Project Budget/Source – \$108,810 of Section 2010

Project Number – MC-10-02

Project Title – Motorcycle Program Assessment

Project Description – HSD will request NHTSA to conduct a statewide Motorcycle Program Assessment in FFY 2010. This assessment will strengthen the statewide program.

Project Staff – Barbara Rizzuti

Project Budget/Source – \$30,000 of Section 402

Project Number – MC-10-03

Project Title –Program Management

Project Description – Provide sufficient staff to conduct motorcycle-related programming described in this plan as well as cover travel and miscellaneous expenses.

Project Staff – Barbara Rizzuti

Project Budget/Source – \$5,000 of Sections 402 and 2010

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7.0 Traffic Records Program Area

Problem Identification and Analysis

Traffic records data is vital to the analysis necessary for successful highway safety planning and programming. The Highway Safety Division and its partners collect and use traffic records data to identify problem areas, develop, and implement proper programs, and evaluate the effectiveness of these programs.

In 2006, due to limited use outside the agency and limited system functionality, the Division shut down its traffic records data warehouse and portal which provided a central storage point for crash and citation data. Unfortunately, this has hampered the Division's access to data and its ability to conduct detailed analysis needed for identifying and addressing statewide and community-specific traffic safety issues. The Highway Safety Division is not an owner of any core traffic records data system, but is greatly dependent upon the use of traffic safety data. Therefore, in FFY 2009, the Highway Safety Division has been using its traffic records contract to build a new traffic records data warehouse and portal. It is anticipated that once the system is on-line, and HSD staff are trained on using the system, it will be made available to other traffic safety partners, as approved by EOPSS.

As required by the NHTSA's Section 408 grant program, Massachusetts has an active Traffic Records Coordinating Committee (TRCC). The TRCC is chaired by the Highway Safety Division's Director. The TRCC seeks to improve the accessibility, accuracy, completeness, consistency, integration, and timeliness of the six traffic records systems in Massachusetts: citation/adjudication, crash, driver, injury surveillance, roadway, and vehicle. One way the TRCC does this is by ensuring that any Section 408 funds received by Massachusetts are used for eligible, prioritized projects that will enhance these systems.

The TRCC's FFY 2009 Section 408 application and update to its strategic plan for traffic records, submitted to NHTSA in June 2009, contains extensive details on the current capabilities and challenges of the Massachusetts traffic records system. It also reports on the progress made to date on projects funded with FFY 2007 and FFY 2008 Section 408 funds. The application/plan update also details how hoped-for FFY 2009 Section 408 funds would be utilized for proposed projects that were prioritized by the TRCC. The Programs and Projects section provides brief descriptions of the Section 408-funded projects that are continuing in FFY 2010 as well as the proposed projects that would use the anticipated FFY 2009 Section 408 funds.

In FFY 2009, the Highway Safety Division prepared for and hosted a NHTSA sponsored Traffic Records Assessment. The Assessment was conducted in March 2009. Several members of the traffic safety community contributed to the Assessment through their

response to surveys and participation in interviews with the expert traffic records panel. The Draft Traffic Records Assessment Report documented many of the challenges facing the TRCC and provided guidance on how to move forward. The Highway Safety Division along with the Criminal History Systems Board (CHSB) began a project to develop a Statewide E-Citation and Traffic Records Business Plan to lay the framework for advancing toward an integrated statewide system.

SAFETEA-LU, and specifically the Section 408 grant program, enhances the role played by traffic records within highway safety and supports data-driven decision-making, thus designating traffic records as a major highway safety program area for the Highway Safety Division in FFY 2010.

Goal

- Ensure key highway safety stakeholders have accessible, accurate, complete, consistent, integrated, and timely data and analyses from the local, state, and Federal systems involving citation/adjudication, crash, driver, injury surveillance, roadway, and vehicle data to conduct cost-effective and successful highway safety planning, programs, and evaluations.

Performance Measures

The Highway Safety Division also will work with TRCC member agencies, who are the core system owners and data collectors, to pursue improvements to the overall traffic record system. Performance measures established by the Massachusetts TRCC in its FFY 2009 Section 408 Grant application include:

- Massachusetts will improve the integration of the crash data system as measured in terms of an increase in the percentage of locatable crashes integrated with the road inventory file;
- Massachusetts will improve the accessibility of the crash data system as measured in terms of an increase in the number of agencies able to access integrated fields via the web-based crash mapping tool;
- Massachusetts will improve the integration of the crash data system as measured in terms of an increase in the number of roadway inventory file and auxiliary fields that are integrated with the crash system;
- Massachusetts will improve the timeliness of the crash data system as measured in terms of a decrease in the average number of days from crash incident to receipt of crash report by the Registry of Motor Vehicles (for original pilot towns with electronic reporting capabilities and departments that have had electronic reporting capabilities for less than 12 months);

- Massachusetts will improve the accuracy of the crash data system as measured in terms of an increase of percentage of paper valid crash reports that match vehicle registration and driver history fields on the crash report against RMV's Automated License and Registration System (ALARS) database (i.e., reduce entry errors); and
- Massachusetts will improve the accuracy of the crash data system as measured in terms of an increase in the percentage of electronic valid crash reports that match vehicle registration and driver history fields on the crash report against RMV's ALARS database.

Strategies

1. Enhance the workings of the Massachusetts TRCC.
2. Ensure ongoing implementation of the TRCC's FFY 2009 Massachusetts Strategic Plan Update.
3. Expand access to and use of local, state, and Federal traffic records data and analyses.
4. Enhance the activities of the TRCC subcommittees.
5. Fund and monitor the TRCC's FFY 2006, 2007, 2008, and 2009 408-funded projects as well as submit on behalf of the TRCC a FFY 2010 Section 408 Grant Application and Massachusetts Strategic Plan for Traffic Records Update.
6. Establish an executive-level TRCC.
7. Establish Highway Safety Division access to necessary data sets for key planning, decision-making, program selection, and evaluation purposes through agreements with data owner agencies and ensure the Division's ability to conduct analysis of that data in-house through revitalization of its traffic records data warehouse.

Program Area Projects

Project Number – TR-10-01

Project Title – Traffic Records Research

Project Description – With the assistance of vendor Cambridge Systematics (CS), HSD will focus on the following subtasks: TRCC Administration & Support; 2010 Section 408 Application Submission; Traffic Records Data Research & Analysis; Future TR-Related Funding Opportunities; and Portal Transition Support Services.

Project Staff – Robert Kearney and Ethan Tavan

Project Budget/Source – \$184,410 of Section 402

Project Number – TR-10-02

Project Title – Massachusetts Traffic Records Analysis Center – Phase II

Project Description – Parameter of project is still in developmental stages, but goal is to improve upon the complete Phase I portion of the Traffic Records Analysis Center done by Cambridge Systematics. An RFR will be issued for the project in early to mid-August 2009.

Project Staff – Robert Kearney and Ethan Tavan

Project Budget/Source – \$222,940 of Section 402

Project Number – TR-10-03

Project Title – Fatal Analysis Reporting System (FARS)

Project Description – Provide NHTSA with required fatal crash data for FARS and FastFARS through Registry of Motor Vehicles position.

Project Staff – Ethan Tavan

Project Budget/Source – \$110,000 of FARS Cooperative Agreement

Project Number – TR-10-04

Project Title – FFY 2008 Section 408 Project #1 – Year Three of Increase Electronic Submission for CDS

Project Description – RMV plans to continue its E-Submission for CDS project that began funding under FFY 2006 Section 408. Year three of this project continues with the development of an Internet service and web monitoring tools to be used by operators involved

with motor vehicle and CMV crashes. Goal of project is to increase the overall quality of the crash data received and stored by RMV.

Project Staff – Ethan Tavan

Project Budget/Source – \$231,000 of FFY 2006 Section 408

Project Number – TR-10-05

Project Title – FFY 2007 Section 408 Project #2 – Year two of MATRIS and Statewide Trauma Registry

Project Description – Massachusetts DPH will deploy statewide the Statewide Trauma Registry as well as pilot test and deploy statewide MARTIS. Acquire and provide related training for portable data collection units for up to five EMS regions. Test linking capabilities of Trauma Registry and police-submitted crash report data.

Project Staff – Ethan Tavan

Project Budget/Source – \$139,319.32 of Section 408

Project Number – TR-10-06

Project Title – FFY 2008 Section 408 Project #2 – DFS improvements to Massachusetts Fire Incident Reporting System (MFIRS)

Project Description – Massachusetts Department of Fire Services (DFS) will begin development on deeper, more rigorous data analysis capabilities of MFIRS data. DFS will also develop a GIS database with geocoded coordinates of MFIRS data.

Project Staff – Ethan Tavan

Project Budget/Source – \$40,284 of Section 408

Project Number – TR-10-07

Project Title – Safety Data Support Center

Project Description – Contractor will provide the Highway Safety Division and other approved portal users with data analysis and reporting.

Project Staff – Robert Kearney and Ethan Tavan

Project Budget/Source – \$100,000 of Section 402

Project Number – TR-10-08

Project Title – Initiative to Increase Crash Reporting

Project Title –Project Description – Based on Massachusetts General Laws (M.G.L.), Chapter 90, Section 29, all police departments are required to notify the Registrar of Motor Vehicles of “any fatal accident or accident involving serious injury.” Furthermore, M.G.L. 90 29 requires the chief officer of the police department supervising the accident investigation to “notify the Registrar within 15 days” with the details of every accident that happens “within the limits of his city, town, or jurisdiction, or on such toll road or bridge, in which a motor vehicle is involved. “ Despite this law, and based on data analysis done in cooperation with the RMV, several large communities in the Commonwealth are not providing the RMV with timely reporting of crash reports, including those that include a fatality. This impacts the validity of any statewide analysis conducted and skews the true traffic safety picture throughout the state. The purpose of this project will be to solicit applications for grant funding from Massachusetts law enforcement agencies that currently are not reporting crashes to the RMV to identify what resources can be provided to encourage their compliance with MGL Chapter 90, Section 29.

Project Staff – Ethan Tavan

Project Budget/Source – \$150,000 of Section 408

Project Number – TR-10-09

Project Title – FFY 2009 Scanning Solutions for Police Crash Reports

Project Description – Development of a planning, storage and retrieval solution for police crash report forms. Reports will be in form of a PDF file and end users will be able to download and print selected documents.

Project Staff – Robert Kearney

Project Budget/Source – \$356,522 of Section 408 (funding for this project is contingent upon EOPSS approval and availability of Federal funding)

Project Number – TR-10-10

Project Title – FFY 2009 E-code Accuracy Assessment and Trainings

Project Description – Determine whether e-code training to medical records coders and an educational campaign to doctors and nurses in a sample of Massachusetts hospitals would improve the rate of e-code specificity in hospital and ED databases.

Project Staff – Robert Kearney

Project Budget/Source – \$45,000 of Section 408 (funding for this project is contingent upon EOPSS approval and availability of Federal funding)

Project Number – TR-10-11

Project Title – FFY 2009 Massachusetts Linked Data Query Tool

Project Description – Develop an interactive web-based query tool that will require no special software and no knowledge of computer programming or special query methods. The tool will provide the ability to query the linked dataset on persons, vehicles, events, and costs associated with the results to be made available in table and chart formats.

Project Staff – Robert Kearney

Project Budget/Source – \$98,448 of Section 408 (funding for this project is contingent upon EOPSS approval and availability of Federal funding)

Project Number – TR-10-12

Project Title – FFY 2008 CHSB Web Services Development

Project Description – CHSB will design and develop a web service-based data exchange program between the RMV's system and CHSB's SWISS system.

Project Staff – Robert Kearney

Project Budget/Source – \$100,000 of Section 408

Project Number – TR-10-13

Project Title – FFY 2009 EOPSS-CHSB Implementation of a Statewide E-citation Application

Project Description – The purpose of this project is to automate the current traffic citation process in the Commonwealth. The current citation process is almost completely manual. Traffic citations are written by police officers by hand and then mailed to either the MRB or the Trial Court. The goal of this project is to eliminate the manual citation process.

Project Staff – Ethan Tavan and Sheila Burgess

Project Budget/Source – \$600,000 of Section 408 (funding for this project is contingent upon EOPSS approval and availability of Federal funding)

Project Number – TR-10-14

Project Title – Program Management

Project Description – Provide sufficient staff to conduct traffic records-related programming described in this plan as well as cover travel and miscellaneous expenses.

Project Staff – Robert Kearney, Ethan Tavan, and Sheila Burgess

Project Budget/Source – \$195,000 of Section 402

8.0 Additional Program Areas

Additional programs and projects are listed below. Many of these projects seek to address multiple traffic safety problems.

■ 8.1 Police Traffic Services Program Area

Project Number – PT-10-01

Project Title – Massachusetts Law Enforcement Challenge (MLEC)

Project Description – Conduct two annual Massachusetts Law Enforcement Challenges, in cooperation with the Massachusetts Chiefs of Police Association and the Law Enforcement Liaison Program. The Challenge provides an opportunity for state and local law enforcement agencies to showcase traffic safety programs. All entries are submitted to the International Association of Chiefs of Police Association program for national recognition. Conduct award ceremonies for all participants and recognize traffic safety accomplishments conducted during calendar years 2008 and 2009. Recruit corporate and vendor sponsors.

Project Staff – Caroline Hymoff, Barbara Rizzuti, and Brittany Linnekin

Project Budget/Source – \$25,000 of Section 402

Project Number – PT-10-02

Project Title – Law Enforcement Liaison Program/Police Chiefs Task Force

Project Description – Fund services of Law Enforcement Liaison (LEL), and/or a Statewide Police Chiefs Task Force and program costs to assist with efforts to conduct traffic enforcement and safety initiatives, and provide technical assistance with Massachusetts municipal police agencies.

Project Staff – Caroline Hymoff

Project Budget/Source – \$25,000 of Section 402

Project Number – PT-10-03

Project Title – Law Enforcement Conference

Project Description – Conduct a one-day statewide law enforcement conference for up to 500 attendees aimed at increasing participation and support for CIOT, DDOLUA, and RR Mobilizations and other EOPSS-HSD initiatives. Recruit corporate sponsors and fee-based Conference exhibitors.

Project Staff – Caroline Hymoff, Cindy Campbell, Gerry Roy, Brittany Linnekin, Dan DeMille, Barbara Rizzuti, Rebecca Donatelli, and Ethan Tavan

Project Budget/Source – \$10,000 of Section 402

Project Number – PT-10-04

Project Title – Antiracial Profiling Program

Project Description – Through contractors, continue efforts established in years one through three of Section 1906 funding. Support initiatives, including, but not limited to, data collection and analysis, public information and outreach, program management, program development, Chiefs of Police and Supervisor training of law enforcement professionals regarding the problem of racial profiling.

Project Staff – Caroline Hymoff

Project Budget/Source – \$700,000 of Section 1906

Project Number – PT-10-05

Project Title – Municipal Police Training

Project Description – Conduct specialized training for local police in Accident Investigation and Accident Reconstruction through the Massachusetts Municipal Police Training Committee (MPTC). Conduct approximately 21 specialized training in classroom or distance learning for local police in speed measurement, LiDAR, basic accident investigation, advanced accident investigation, and FHWA Work Zone Safety Trainings for law enforcement. In-kind match will be \$20,750.

Project Staff – Dan DeMille

Project Budget/Source – \$132,664.28 in Section 402

Project Number – PT-10-06

Project Title – Traffic Safety Listening Sessions

Project Description – Provide funds to conduct a series of group listening sessions and forums for stakeholders and partners regarding traffic safety data, problem identification, countermeasures, and the EOPSS open process for funding consideration for new and enhanced initiatives.

Project Staff – Gerry Roy, Brittany Linnekin, and Cindy Campbell

Project Budget/Source – \$5,000 of Section 402

Project Number – PT-10-07

Project Title – Massachusetts District Attorneys Association/Traffic Safety Resource Prosecutor

Project Description – Conduct trainings and conferences; provide technical assistance; and create and maintain vehicular crimes pages and resources for district attorneys, prosecutors, and judiciary and law enforcement on motor vehicle issues other than impaired driving. In-kind match will exceed 20 percent of total project cost.

Project Staff – Caroline Hymoff

Project Budget/Source – \$96,028.23 of Section 402

Project Number – PT-10-08

Project Title – Highway Safety Trust Fund

Project Description – The Executive Office of Public Safety and Security, Highway Safety Division, established a Highway Safety Trust fund to allow for donations or funds and services to support highway safety initiatives. This also will allow for EOPSS/HSD to apply for non-Federal grants. Funds will be provided for the development of sponsorship materials in support of the Trust Fund.

Project Staff – Caroline Hymoff

Project Budget/Source – \$20,000 of Section 402

Project Number – PT-10-09

Project Title – Program Management

Project Description – Provide sufficient staff to conduct police traffic services-related programming described in this plan as well as cover travel, conference fees and miscellaneous expenses.

Project Staff – Caroline Hymoff, Cindy Campbell, Rebecca Donatelli, Dan DeMille, Barbara Rizzuti, Gerry Roy, Ethan Tavan, and Brittany Roy

Project Budget/Source – \$77,000 of Sections 402 and 1906

■ 8.2 Traffic Engineering Services Program Area

Project Number – HE-10-01

Project Title – Hazard Elimination

Project Description – Provide funds allocated by the U.S. Department of Transportation to MassHighway for statewide hazard elimination and safety improvement projects.

Project Staff – Gerry Roy and Caroline Hymoff

Project Budget/Source – \$13,000,000 of Section 164

■ 8.3 Planning and Administration Program Areas

Project Number – PA-10-01

Project Title – Administration of Statewide Traffic Safety Program

Project Description – Plan, implement, monitor, and evaluate programs and projects for the FFY 2010 Highway Safety Plan (HSP). Provide required staff salaries, professional development, travel funds, office space, equipment, materials, and fiscal support. Produce FFY 2009 Annual Report and FFY 2011 HSP.

Project Staff – Sheila Burgess, Susan Burgess-Chin, Denise Veiga, and selected support staff

Project Budget/Source – \$310,000 of Sections 402, 154, 164, and 410

Project Number – PA-10-02

Project Title – Americans for Disabilities Act (ADA) Compliance Services

Project Description – Provide funds for interpretation, translation and specialized printing services for those in need of accommodations. Also make necessary programmatic, organizational, and procedural improvements to alert the public to the availability of such accommodations.

Project Staff – Sheila Burgess and Robert Kearney

Project Budget/Source – \$30,000 of Section 402

9.0 Certifications

■ 9.1 State Certifications and Assurances

Failure to comply with applicable Federal statutes, regulations and directives may subject state officials to civil or criminal penalties and/or place the State in a high-risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 – Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments;
- 49 CFR Part 19 – Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations;
- 23 CFR Chapter II – (§§1200, 1205, 1206, 1250, 1251, and 1252) Regulations governing highway safety programs;
- NHTSA Order 462-6C – Matching Rates for State and Community Highway Safety Programs; and
- Highway Safety Grant Funding Policy for Field-Administered Grants.

Certifications and Assurances

The Governor is responsible for the administration of the state highway safety program through a state highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) 1) (A)).

The political subdivisions of this State are authorized, as part of the state highway safety program, to carry out within their jurisdictions local highway safety programs which have

been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) 1) (B)).

At least 40 percent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) 1) (C)), unless this requirement is waived in writing.

The State will implement activities in support of national highway safety goals to reduce motor vehicle-related fatalities that also reflect the primary data-related crash factors within the State as identified by the state highway safety planning process, including:

- **National law enforcement mobilizations;**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of state safety belt use rates to ensure that the measurements are accurate and representative; and**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that currently are in effect.

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) 1) (D)).

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges.

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by

formal agreement with appropriate officials of a political subdivision or state agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21).

The State will comply with all applicable state procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20.

The state highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-Free Workplace Act of 1988(49 CFR Part 29 Subpart F):

The State will provide a drug-free workplace by:

1. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
2. Establishing a drug-free awareness program to inform employees about:
 - a. The dangers of drug abuse in the workplace;
 - b. The grantee's policy of maintaining a drug-free workplace;
 - c. Any available drug counseling, rehabilitation, and employee assistance programs; and

- d. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
3. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
4. Notifying the employee in the statement required by paragraph a) that, as a condition of employment under the grant, the employee will:
 - a. Abide by the terms of the statement; and
 - b. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
5. Notifying the agency within 10 days after receiving notice under subparagraph d) 2) from an employee or otherwise receiving actual notice of such conviction.
6. Taking one of the following actions, within 30 days of receiving notice under subparagraph d) (2), with respect to any employee who is so convicted:
 - a. Taking appropriate personnel action against such an employee, up to and including termination; and
 - b. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, state, or local health, law enforcement, or other appropriate agency.
7. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and f) above.

Buy America Act

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

Political Activity (Hatch Act)

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning “Political Activity of State or Local Offices, or Employees.”

Certification Regarding Federal Lobbying

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, “Disclosure Form to Report Lobbying,” in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all subaward at all tiers (including subcontracts, subgrants and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Restriction on State Lobbying

None of the funds under this program will be used for any activity specifically designed to urge or influence a state or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any state or local legislative body. Such activities

include both direct and indirect (e.g., “grassroots”) lobbying activities, with one exception. This does not preclude a state official whose salary is supported with NHTSA funds from engaging in direct communications with state or local legislative officials, in accordance with customary state practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

Certification Regarding Debarment and Suspension

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency’s determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled “Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion – Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Nonprocurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph six of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters – Primary Covered Transactions

1. The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
 - a. (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
 - b. (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state, or local) transaction or contract under a public transaction; violation of Federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

- c. (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - d. (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, state, or local) terminated for cause or default.
2. Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to whom this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction," without

modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below.)

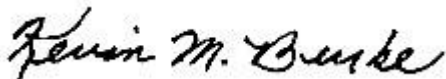
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Nonprocurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph five of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion – Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

Environmental Impact

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2008 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Kevin M. Burke, Secretary, Massachusetts Executive Office of Public Safety and Security and Governor's Representative for Highway Safety

August 28, 2009

Date



The Commonwealth of Massachusetts

Office of the Comptroller
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DRUG-FREE WORKPLACE ACT CERTIFICATION

1. The Commonwealth of Massachusetts certifies on behalf of all state agencies that apply for federal grants that it will continue to provide a drug-free workplace by:
 - (a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensation, possession, or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
 - (b) Establishing an ongoing drug-free awareness program to inform employees about:
 - (1) The dangers of drug abuse in the workplace;
 - (2) The grantee's policy of maintaining a drug-free workplace;
 - (3) Any available drug counseling, rehabilitation, and employee assistance programs; and
 - (4) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace;
 - (c) Making it a requirement that each employee to be engaged in the performance of the grant be given copy of the statement required by subparagraph (a);
 - (d) Notifying the employee in a statement required by subparagraph (a) that, as a condition employment under the grant the employee will:
 - (1) Abide by the terms of the statement; and

- (2) Notify the employer in writing of his or her conviction for a violation of a criminal drug statute occurring in the workplace no later than 5 calendar days after such conviction;
 - (e) Notifying the federal sponsoring agency in writing, within ten calendar days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title, to every grant office or other designee on whose grant activity the convicted employee was working, unless the federal agency has designated a central point for the receipt of such notices. Notice shall include the identification number(s) of each affected grant;
 - (f) Taking one of the following actions within 30 calendar days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted;
 - (1) Taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or
 - (2) Requiring such employees to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
 - (g) Making a good faith effort to continue to maintain a drug-free workplace through the implementation of paragraphs (a), (b), (c), (d), (e), and (f).
2. State agencies applying for federal grants will identify workplaces at the time of application.



Martin J. Benison, Comptroller

Federal fiscal year 2009

Dated: October 1, 2008

10.0 Highway Safety Plan Cost Summary

The Highway Safety Division's Highway Safety Plan Cost Summary 2010-HSP-1 is provided in this Section as Table 10.1.

Table 10.1 Highway Safety Plan Cost Summary

**U.S Department of Transportation National Highway Traffic Safety Administration
HIGHWAY SAFETY PLAN COST SUMMARY
2010-HSP-1**

State: Massachusetts

Date: August 27, 2009

PROGRAM AREA	APPROVED PROGRAM COSTS	STATE/LOCAL FUNDS	CURRENT YEAR FUNDS	CARRY FORWARD FUNDS	CURRENT BALANCE	FEDERAL SHARE TO LOCAL
PA	\$ 255,000.00	\$ 255,000.00	\$ 230,000.00	\$ 25,000.00	\$ 255,000.00	
AL	\$ 218,264.00	\$ 11,750.00	\$ 200,000.00	\$ 18,264.00	\$ 218,264.00	\$ 161,470.00
MC	\$ 34,500.00		\$ 34,500.00	\$ -	\$ 34,500.00	
OP	\$ 3,492,090.00	\$ 2,700,000.00	\$ 2,000,000.00	\$ 1,492,090.00	\$ 3,492,090.00	\$ 3,018,970.00
SC	\$ 914,422.00	\$ 100,000.00	\$ 600,000.00	\$ 314,422.00	\$ 914,422.00	\$ 300,000.00
PS	\$ 371,750.00	\$ 39,350.00	\$ 200,000.00	\$ 171,750.00	\$ 371,750.00	\$ 348,749.00
PM	\$ 1,660,000.00		\$ 1,000,000.00	\$ 660,000.00	\$ 1,660,000.00	
TR	\$ 702,350.00		\$ 500,000.00	\$ 202,350.00	\$ 702,350.00	
PT	\$ 358,693.00	\$ 44,757.00	\$ 200,000.00	\$ 158,693.00	\$ 358,693.00	\$ 197,664.00
K2 (405)	\$ 650,000.00	\$ 1,950,000.00	\$ 650,000.00	\$ -	\$ 650,000.00	
K3 (2011)	\$ 500,000.00		\$ 370,634.00	\$ 129,366.00	\$ 500,000.00	
K6 (2010)	\$ 113,310.00			\$ 113,310.00	\$ 113,310.00	
K8PA (410)	\$ 25,000.00	\$ 25,000.00	\$ -	\$ 25,000.00	\$ 25,000.00	
K8PM (410)	\$ 500,000.00			\$ 500,000.00	\$ 500,000.00	
K8 (410)	\$ 3,601,094.00	\$ 8,125,000.00	\$ 2,010,994.00	\$ 1,590,100.00	\$ 3,601,094.00	
K9 (408)	\$ 1,760,574.00	\$ 441,000.00	\$ 500,000.00	\$ 1,260,574.00	\$ 1,760,574.00	
K10 (1906)	\$ 732,000.00	\$ 183,000.00		\$ 732,000.00	\$ 732,000.00	
154PA	\$ 10,000.00			\$ 10,000.00	\$ 10,000.00	
154AL	\$ 650,425.00			\$ 650,425.00	\$ 650,425.00	\$ 500,000.00
154PM	\$ 225,000.00			\$ 225,000.00	\$ 225,000.00	
154HE	\$ 6,089,589.00			\$ 6,089,589.00	\$ 6,089,589.00	
164PA	\$ 50,000.00			\$ 50,000.00	\$ 50,000.00	
164AL	\$ 853,465.00			\$ 853,465.00	\$ 853,465.00	\$ 506,250.00
164PM	\$ 100,000.00			\$ 100,000.00	\$ 100,000.00	
164HE	\$ 6,579,140.00			\$ 6,579,140.00	\$ 6,579,140.00	
TOTAL	\$ 30,446,666.00	\$ 13,874,857.00	\$ 8,496,128.00	\$ 21,950,538.00	\$ 30,446,666.00	\$ 5,033,103.00